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INTERNATIONAL NOTICES TO AIRMEN

U.S. Department of Transportation
Federal Aviation Administration

FOREWORD

THE INTERNATIONAL NOTICES TO AIRMEN PUBLICATION IS A BI-WEEKLY PUBLICATION CONTAINING SIGNIFICANT INTERNATIONAL NOTAM INFORMATION AND SPECIAL NOTICES WHICH MAY AFFECT A PILOT'S DECISION TO ENTER OR USE CERTAIN AREAS OF FOREIGN OR INTERNATIONAL AIRSPACE. THIS PUBLICATION COMPLEMENTS AND EXPANDS DATA CARRIED IN THE INTERNATIONAL FLIGHT INFORMATION MANUAL, AVAILABLE UPON SEPARATE SUBSCRIPTION. **ALL PILOTS SHOULD REVIEW THE FOREIGN AIRSPACE AND ENTRY RESTRICTIONS PUBLISHED IN THE INTERNATIONAL FLIGHT INFORMATION MANUAL DURING THE FLIGHT PLANNING PROCESS. FOREIGN AIRSPACE PENETRATION WITHOUT OFFICIAL AUTHORIZATION CAN INVOLVE BOTH DANGER TO THE AIRCRAFT AND THE IMPOSITION OF SEVERE PENALTIES AND INCONVENIENCE TO BOTH PASSENGERS AND CREW. A FLIGHT PLAN ON FILE WITH ATC AUTHORITIES DOES NOT NECESSARILY CONSTITUTE THE PRIOR PERMISSION REQUIRED BY CERTAIN OTHER AUTHORITIES. THE POSSIBILITY OF FATAL CONSEQUENCES CANNOT BE IGNORED IN SOME AREAS OF THE WORLD.**

THE INFORMATION CONTAINED IS DERIVED FROM INTERNATIONAL NOTAMS AND OTHER APPROPRIATE SOURCES. INTERNATIONAL NOTAMS ARE OF TWO TYPES, CLASS ONE INTERNATIONAL NOTAMS AND CLASS TWO INTERNATIONAL NOTAMS. CLASS ONE NOTAMS ARE THOSE NOTAMS DISSEMINATED VIA TELECOMMUNICATIONS. THESE NOTAMS ARE MADE AVAILABLE VIA TELECOMMUNICATIONS TO THE U.S. FLYING PUBLIC THROUGH THE INTERNATIONAL NOTAM OFFICE IN WASHINGTON, D.C., VIA THE LOCAL FLIGHT SERVICE STATIONS. CLASS TWO NOTAMS ARE NOTAMS DISSEMINATED VIA POSTAL SERVICES AND ARE NOT READILY AVAILABLE TO THE U.S. FLYING PUBLIC. THIS PUBLICATION COVERS NOTAM AND OTHER TEMPORARY, HAZARDOUS CONDITIONS WHICH ARE NOT READILY AVAILABLE TO THE FLYING PUBLIC AND INCLUDES INFORMATION ON RECORD AS OF 1200Z ON THE DATE APPEARING ON THE COVER. FOR LATEST INFORMATION, CONSULT CLASS I NOTAMS ISSUED BY TELECOMMUNICATIONS AT ANY FAA FLIGHT SERVICE STATION. THE FOREIGN NOTICES INCLUDED, ARE TO THE MAXIMUM EXTENT POSSIBLE, CARRIED AS ISSUED. THE ABBREVIATIONS USED ARE, IN MOST ALL INSTANCES, THOSE ABBREVIATIONS LISTED IN ICAO DOCUMENT DOC 8400. INFORMATION INCLUDED WILL INDICATE THE SOURCE FOLLOWING THE ENTRY. THIS WILL ASSIST THE USER IN ESTABLISHING THE CURRENCY OF THE INFORMATION CONTAINED, SHOULD HE SO DESIRE, WITH THE ORIGINATOR OF THE INFORMATION (SEE THE INTERNATIONAL FLIGHT INFORMATION MANUAL FOR FOREIGN NOTAM OFFICE AREAS OF RESPONSIBILITY AND FOR A LISTING OF FOREIGN NOTAM OFFICES WITH WHICH THE U.S. INTERNATIONAL NOTAM OFFICE EXCHANGES INFORMATION). INFORMATION SOURCES WILL BE INDICATED AS I OR II FOR CLASS ONE AND CLASS TWO NOTAMS, FOLLOWED BY THE NOTAM NUMBER; AIP FOR AERONAUTICAL INFORMATION PUBLICATION CHANGES, FOLLOWED BY THE AIP CHANGE NUMBER; AIC FOR AERONAUTICAL INFORMATION CIRCULAR, FOLLOWED BY THE AIC NUMBER; DOS FOR DEPARTMENT OF STATE ADVISORIES; AND FAA FOR FEDERAL AVIATION ADMINISTRATION.

THE INTERNATIONAL NOTICES TO AIRMEN PUBLICATION GIVES WORLD WIDE COVERAGE IN EACH ISSUE. COVERAGE FOR THE U.S. AND ITS EXTERNAL TERRITORIES IS LIMITED AND NORMALLY WILL NOT INCLUDE DATA AVAILABLE ON DOMESTIC NOTAM CIRCUITS OR PUBLISHED IN OTHER OFFICIAL SOURCES AVAILABLE TO THE USER.

EACH ISSUE OF THIS PUBLICATION IS COMPLETE IN ITSELF AS FAR AS DATA OF A TEMPORARY NATURE IS CONCERNED. TEMPORARY DATA IS REPEATED IN EACH ISSUE UNTIL THE CONDITION CEASES TO EXIST. PERMANENT DATA WILL BE CARRIED UNTIL IT IS SUFFICIENTLY PROMULGATED OR IS AVAILABLE IN OTHER PERMANENT SOURCES. THESE ITEMS WILL BE PREFIXED BY A SOLID DOT (•) WHEN THEY ARE TO BE REMOVED FROM FUTURE EDITIONS. THIS WILL AID THE USER IN THE IDENTIFICATION OF THOSE PERMANENT ITEMS WHICH HE, THE USER, MAY WISH TO RETAIN FOR HIS OWN RECORDS. NEW ITEMS TO THIS PUBLICATION ARE IDENTIFIED BY UNDERSCORING THE FIRST LINE OF THE NEW ENTRY.

IN CARRYING OUT ITS EXPRESSED PURPOSE OF PROVIDING A NOTICE TO AIRMEN SERVICE, THIS PUBLICATION INCLUDES DATA ISSUED BY FOREIGN GOVERNMENTS. IT SHOULD BE CLEARLY UNDERSTOOD THAT THE PUBLICATION OF SUCH DATA IN NO WAY CONSTITUTES A LEGAL RECOGNITION OF THE INTERNATIONAL VALIDITY OF SUCH DATA. THE SCOPE OF THIS PUBLICATION PRECLUDES ANY ATTEMPT TO TABULATE ALL NOTAM DATA. WHILE EVERY EFFORT IS MADE TO PUBLISH ALL PERTINENT DATA, THE FEDERAL AVIATION ADMINISTRATION CANNOT ASSUME ANY LIABILITY FOR FAILURE TO PUBLISH ANY PARTICULAR ITEM.

COMMUNICATIONS WITH THE EDITORS OF THIS PUBLICATION, INCLUDING NOTIFICATION OF ERRONEOUS OR OBSOLETE DATA, SHOULD BE DIRECTED TO THE FEDERAL AVIATION ADMINISTRATION, NATIONAL FLIGHT DATA CENTER (AAT-430), 800 INDEPENDENCE AVE., SW, WASHINGTON, D.C. 20591 (TELEPHONE 202-426-3432 0800-1700 MONDAY-FRIDAY; OTHER TIMES CALL 202-426-3390). SUBSCRIPTIONS FOR THIS PUBLICATION SHOULD **NOT** BE FORWARDED TO THE FEDERAL AVIATION ADMINISTRATION. THIS PUBLICATION IS SOLD BY THE SUPERINTENDENT OF DOCUMENTS, U.S. GOVERNMENT PRINTING OFFICE, WASHINGTON, D. C. 20402. ALL QUERIES CONCERNING YOUR SUBSCRIPTION OR PRICES SHOULD BE DIRECTED ONLY TO THE SUPERINTENDENT OF DOCUMENTS.

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AFGHANISTAN

NON-SCHEDULED FLIGHTS.
IF AN AIRLINE OR A STATE INTENDS TO CARRY OUT A (SERIES OF) NON-SCHEDULED FLIGHT(S) IN TRANSIT ACROSS, OR MAKING NON TRAFFIC STOPS OR FOR THE PURPOSE OF SETTING DOWN AND PICKING UP INTERNATIONAL TRAFFIC IN PASSENGERS, CARGO AND MAIL INTO THE TERRITORY OF THE DEMOCRATIC REPUBLIC OF AFGHANISTAN SHALL APPLY TO THE CIVIL AVIATION DEPARTMENT, MINISTRY OF TRANSPORT FOR PERMISSION TO CARRY OUT SUCH OPERATIONS AS LONG AS IN ADVANCE, BUT NOT LESS THAN 48 HOURS PRIOR TO THE COMMENCEMENT OF THE FLIGHT(S). THE APPLICATION MUST INCLUDE THE FOLLOWING INFORMATION IN THE ORDER SHOWN HEREUNDER AND THE FLIGHT(S) SHALL BE OPERAT ED ONLY AFTER PERMISSION HAS BEEN OBTAINED.

A) NAME OF AIRLINE OR OWNER.
B) TYPE OF AIRCRAFT, CALL SIGN AND REGISTRATION MARKS.
C) NAME OF THE PILOT-IN-COMMAND AND, ROUTE FOLLOWED AND ITINERARIES
D) DATE AND TIME OF ARRIVAL AT, AND DEPARTURE FROM DEMOCRATIC REPUBLIC OF AFGHANISTAN INCLUDING LOCATION AND TIME OF ENTRY TO AND EXIT FROM AFGHANISTAN AIRSPACE.
E) PLACE OR PLACES OF EMBARKATION OR DISEMBARKATION ABROAD AS THE CASE MAY BE, OF PASSENGERS AND/OR FREIGHT.
F) PURPOSE OF FLIGHT AND NATURE AND AMOUNT OF CARGO AND IN CASE OF LANDING IN THE TERRITORY OF AFGHANISTAN THE NUMBER OF PASSENGERS
G) NAME, ADDRESS AND BUSINESS OF CHARTERER, IF ANY.
H) A STATEMENT THAT, THE AIRCRAFT WILL NOT BE CARRYING WEAPONS, MUNITIONS OF WAR, AERIAL PHOTOGRAPHY AND/OR AIR RECONNAISSANCE APPARATUS.

AIP AFGHANISTAN PAGE FAL 1-2 AND FAL 1-2-1 TO BE AMENDED ACCORDINGLY. (II A04/82)

ANGOLA

LUANDA FIR: FOR INFLIGHT SAFETY NO AIRCRAFT ENGAGED IN SCHEDULED AND NON-SCHEDULED INTERNATIONAL AIR SERVICES HAS PERMISSION TO FLY OVER OR TO LAND IN THE TERRITORY OF THE PEOPLES REPUBLIC OF ANGOLA UNLESS SPECIALLY AUTHORIZED TO DO SO, CASE BY CASE, OR UNLESS COVERED BY CONDITIONS ESTABLISHED BY A BILATERAL AGREEMENT BETWEEN THE GOVERNMENT OF THE REGISTRATION STATE AND THE GOVERNMENT OF THE PEOPLES REPUBLIC OF ANGOLA OR BY A MULTILATERAL AGREEMENT OF WHICH THE ANGOLAN GOVERNMENT IS A SIGNATORY. THIS NOTAM SHALL COME INTO FORCE IN JANUARY 1978 150001 TU AND SPECIFICATIONS REGARDING ITS APPLICATION ARE PUBLISHED IN THE NOTAM NR A04 OF CLASS TWO DATED 21 DECEMBER 1978. (II-03/79)

LUENA: NDB VL FREQ. 375 KHZ OPERATING NEW LOCATION ACCORDING FOLLOWING DATA: COORDINATES 11535 195357E DISTANCE FROM THRESHOLD RWY 11 1170 M DISTANCE FROM RWY CENTERLINE 710 M LEFT SIDE RWY 11.
(II-04/79)

WAKO KUNGO: NEW NDB OPERATING FREQ. 345 KHZ, IDENTIFICATION CE, COORDINATES 112554S 150549E, HOURS OF OPERATION 0700/1100 AND 1300/1700 GMT, POSITION 348 M RIGHT SIDE EXTENSION THRESHOLD RWY 06. (II-06/79)

SPECIAL NOTICE: CUITO CUANAVALE--THE FOLLOWING NEW FACILITY WAS INSTALLED IN THIS AERODROME: NDB FREQ: 387 KHZ; CALL SIGN: CC; COORDINATES: 1510S 1909E; COVERAGE: 50 NM; OPERATING HOURS: 0700/1000. (II-010/79)

LUANDA FIR: DUE TO SAFETY REASONS ALL AIRCRAFT AUTHORIZED TO OVERFLY ANGOLA TERRITORY MUST REPORT TO LUANDA ON APPROPRIATE HF FREQUENCY AT LEAST 10 MINUTES BEFORE ENTERING ITS ESTIMATED TIME POSITION AND FL OVER FNLU FIR BDRY. NON-ACCOMPLISHMENT OF THE ABOVE MENTIONED PROCEDURE MAY HINDER THE CONTINUATION OF THE FLIGHT THROUGHOUT THE ANGOLA AIRSPACE.
(II-A013/79)

AUSTRIA

SPECIAL NOTICE--RADIOTELEPHONY COMMUNICA-TIONS REDUCTION: WEF 25 JAN 1979 THE FOLLOWING RADIOTELEPHONY PROCEDURE SHALL BE APPLIED BY PILOTS OF AIRCRAFT EQUIPPED WITH SSR--TRANSPONDERS OPERATING ON MODE A (4096 CODES) AND MODE C WITHIN FIR/UIR WIEN ABOVE FL200.

1. THE INITIAL CALL AFTER A CHANGE OF RADIO FREQUENCY SHALL CONTAIN ONLY
   --AIRCRAFT IDENTIFICATION
   --ACTUAL LEVEL WITH THE ADDITION OF CLEARED LEVEL FOR CLIMBING OR DESCENDING AIRCRAFT
2. ANY POSITION REPORT IF REQUIRED SUBSEQUENTLY SHALL CONTAIN ONLY
   --AIRCRAFT IDENTIFICATION
   --POSITION
   --TIME OVER
3. LEVEL CHANGES SHALL BE REPORTED ONLY ON LEAVING ASSIGNED LEVELS

NOTE: (A) IN THE ABSENCE OF SPECIFIC TRANSFER INSTRUCTIONS, NORMALLY ISSUED BY ATC BEFORE THE AIRCRAFT LEAVES THE FIR/UIR WIEN, PILOTS SHALL REPORT "APPROACHING FIR/UIR BOUNDRY"; (B) THE REQUIREMENT TO READ BACK ATC CLEARANCES, ALTIMETER SETTINGS, AS WELL AS INSTRUCTIONS TO SELECT SSR MODES AND CODES, IS NOT AFFECTED BY THE ABOVE PROCEDURE. (II-A094/78)

SPECIAL NOTICE--INTRODUCTION OF 25 KHZ SPACING WITHIN THE BAND 118 TO 136 MHZ: AS THE REQUIREMENT FOR RADIO COMMUNICATION FREQUENCIES IS INCREASING PERMANENTLY AND ADJACENT STATES HAVE ALREADY INTRODUCED THE 25 KHZ SPACING ON A MANDATORY BASIS, THIS HAS TO BE DONE ALSO IN AUSTRIA ON THE ONE HAND BECAUSE OF THE INTERNATIONALLY AGREED REQUIREMENTS AND ON THE OTHER HAND TO AVOID INTERFERENCES. WITH EFFECT FROM 1 JAN 1980 IT WILL THEREFORE BE NECESSARY THAT ALL AIRCRAFT WHICH INTEND OR WHICH ARE FORCED BY PUBLISHED PROCEDURES TO CONTACT AN ATS-UNIT OR A MILITARY ATS-UNIT ARE EQUIPPED WITH SUITABLE TRANSCEIVERS. THE TECHNICAL REQUIREMENTS ARE PUBLISHED IN ONFL 1-B 17

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AND 18/78 (NOTAM CLASS II, SERIES B "OSTERREICHISCHES NACHRICHTENBLATT FUR LUFTFAHRER", NATIONAL DISTRIBUTION). NO EXCEPTIONS MAY BE EXPECTED. IT WILL, HOWEVER, NOT BE NECESSARY, AFTER THE ABOVE DATE, THAT ALL TRANSCEIVERS ARE SWITCHABLE TO ALL OF THE 720 CHANNELS AVAILABLE. IT WILL ONLY BE REQUIRED THAT THE SPECIFICATIONS FOR 25 KHZ CHANNEL SPACING ARE MET AND THAT THE FREQUENCIES REQUIRED FOR THE SPECIFIC FLIGHT ARE SWITCHABLE. AT THE SAME DATE IT MUST BE EXPECTED THAT TRANSCEIVERS WILL BE REQUIRED FOR ALL FLIGHTS WHICH ARE OPERATING AT CONTROLLED AERODROMES, EXCEPT THOSE WHICH DO NOT LEAVE THE TRAFFIC CIRCUIT. (AIC 14/78)

OPERATION OF SECONDARY SURVEILLANCE RADAR WITHIN THE FIR WIEN--EXTENSION OF MANDATORY OPERATION OF TRANSPONDER:
1. WITH EFFECT FROM 1 OCTOBER 1980 THE CARRIAGE OF TRANSPONDER WILL ALSO BE MANDATORY FOR NIGHT-VFR-FLIGHTS OUTSIDE THE TRAFFIC CIRCUIT OF AERODROMES WITHIN THE AUSTRIAN AIRSPACE; THE EQUIPMENT SHALL HAVE THE FOLLOWING CAPABILITY:
A) TO RESPOND TO MODE A INTERROGATIONS AND TO REPLY WITH 4096 CODES AND
B) TO RESPOND TO MODE C INTERROGATIONS WITH AUTOMATIC PRESSURE ALTITUDE REPORTING.

2. FOR OTHER CATEGORIES OF OPERATION THE MANDATORY CARRIAGE OF TRANSPONDERS HAS TO BE EXPECTED AT A LATER STAGE.
REF AIP AUSTRIA, RAC 1-1-23, ITEM 8.1.3.2 AND NOTAM CLASS II A085/79. THIS AIC REPLACES AIC 8/78. (AIC 7/79)

EXTENSION OF MANDATORY OPERATION OF SSR TRANSPONDER WITHIN THE FIR WIEN:

1. WITH EFFECT FROM 1 OCT 1980 ALL AIRCRAFT WITHIN THE FIR WIEN OPERATING ON NIGHT VFR FLIGHTS OUTSIDE THE TRAFFIC CIRCUIT OF AERODROMES SHALL CARRY ON BOARD A SSR TRANSPONDER MEETING THE STANDARDS OF ICAO ANNEX 10, VOL I, PART I, ITEM 2.5.
2. THE TRANSPONDER SHALL HAVE THE CAPABILITY TO RESPOND AT LEAST TO MODE A INTERROGATIONS AND TO REPLY WITH 4096 CODES.
3. PILOTS SHALL OPERATE THEIR TRANSPONDERS AND SELECT MODES AND CODES IN ACCORDANCE WITH ATC INSTRUCTIONS ONLY.
4. IF PILOTS SELECT ON MODE A EITHER CODE 7700, 7600, OR 7500, THIS WILL BE INDICATED ON THE CONTROLLERS DISPLAY AUTOMATICALLY.
5. THE PHRASEOLOGY TO BE USED SHALL CONFORM TO THAT PRESCRIBED IN ICAO DOC 4444, PART X, ITEM 6.3 AND DOC 7030, PART I, ITEM 13.4. (II-A057/80)

THE BAHAMAS

SPECIAL NOTICE: VISUAL FLIGHT RULES WITHIN AND BELOW THE NASSAU CONTROL AREA--VFR FLIGHTS OPERATING IN AND BELOW NASSAU CONTROL AREA SHALL BE CONDUCTED IN CONDITIONS OF VISIBILITY AND DISTANCE FROM CLOUDS EQUAL TO OR GREATER THAN THOSE SPECIFIED IN THE FOLLOWING TABLE AND IN ACCORDANCE WITH THE PROVISIONS OF CHAPTER 4 OF THE SIXTH EDITION OF ANNEX 2 OF THE CHICAGO CONVENTION.

	WITHIN CONTROLLED AIRSP.		OUTSIDE CONTROLLED AIRSP.
	ABOVE 3,000 FEET	AT OR BELOW 3,000	BELOW 700 FT.
FLIGHT VISIBILITY	5 MI.	5 MI.	1 MI.*
DISTANCE FROM CLOUD	1 MI.	1 MI.	CLEAR OF CLOUDS AND IN SIGHT OF GROUND OR WATER
A) HORIZONTAL B) VERTICAL	1000FT	1000FT	

*EXCEPT THAT HELICOPTERS MAY OPERATE WITH A FLIGHT VISIBILITY BELOW 1 MILE IF MANEUVERED AT A SPEED THAT WILL GIVE ADEQUATE OPPORTUNITY TO OBSERVE OTHER TRAFFIC OR OBSTRUCTIONS IN TIME TO AVOID COLLISION. (II-2/79)

SPECIAL NOTICE: VISUAL FLIGHT RULES--AIRMEN ARE ADVISED THAT EXCEPT WHEN A CLEARANCE IS OBTAINED FROM AN AIR TRAFFIC CONTROL UNIT, VFR FLIGHTS SHALL NOT TAKE OFF OR LAND AT AN AERODROME WITHIN A CONTROL ZONE, OR ENTER THE AERODROME TRAFFIC ZONE OR TRAFFIC PATTERN IN THE BAHAMAS WHEN THE CEILING IS LESS THAN 1500 FEET OR WHEN THE GROUND VISIBILITY IS LESS THAN 5 MILES. (II-3/79)

SPECIAL NOTICE: AIRCRAFT SPEED--AIRMEN ARE ADVISED THAT EFFECTIVE IMMEDIATELY IN THE NASSAU CONTROL AREA, AIRCRAFT SHOULD NOT BE OPERATED AT AN INDICATED AIRSPEED OF MORE THAN 250 KNOTS (288 M.P.H.) WITHIN 15 N.M. RADIUS OF THE FOLLOWING AIRPORTS:
(1) NASSAU INTERNATIONAL AIRPORT
(2) FREEPORT INTERNATIONAL AIRPORT
(3) WEST END AIRPORT
HOWEVER, IF THE MINIMUM SAFE AIRSPEED FOR ANY PARTICULAR OPERATION IS GREATER THAN THE MAXIMUM SPEED PRESCRIBED, THE AIRCRAFT MAY BE OPERATED AT THAT MINIMUM SPEED. (II-4/79)

SPECIAL NOTICE--EXCEPT WITH THE PRIOR APPROVAL OF THE DIRECTOR OF CIVIL AVIATION, BETWEEN SUNSET AND SUNRISE, CIVIL AIRCRAFT MUST NOT TAKE OFF OR LAND AT ANY PLACE IN THE BAHAMAS OTHER THAN AT ONE OF THE FOLLOWING AIRFIELDS:
NASSAU INTERNATIONAL AIRPORT
FREEPORT INTERNATIONAL AIRPORT
WEST END, GRAND BAHAMA
(II-20/79)

RUNWAY LIGHTING
AIRMEN ARE ADVISED THAT THE COLOR OF RUNWAY LIGHTING ON THE FIRST 2000 FEET OF BOTH ENDS OF RUNWAY 14/32 AT NASSAU INTERNATIONAL AIRPORT (MYNN) IS YELLOW AND THE THRESHOLD LIGHTS RED/GREEN. (II-4/81)

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BAHRAIN

BAHRAIN FIR: UNTIL FURTHER NOTICE ALL FLIGHTS ROUTING AIRWAY AMBER ONE BETWEEN SHARJAH AND JIWANI ARE TO INCLUDE OIIIZQ IN ADDRESS OF FLIGHT PLANS AND DEPARTURE MESSAGES. AIRCRAFT AT FL 260 AND BELOW MAY BE REQUIRED TO CONTACT TEHERAN ON 133.4 MHZ. MILITARY AIRCRAFT TRANSITING AIRWAY AMBER ONE WILL BE KEPT CLEAR OF TRAFFIC BY MILITARY RADARS. (II-44/80)

BAHRAIN FIR. AIP BAHRAIN FIR RAC SECTION. ALL FLIGHT PLANS AND DEPARTURE MESSAGES FOR FLIGHTS OPERATING THROUGH OR WITHIN BAHRAIN FIR MUST INCLUDE FLIGHT DATA BANK ADDRESS GROUP OBBBYE. (II 32/82)

BANGLADESH

DACCA FIR--IMPLEMENTATION OF SSR CODE ASSIGNMENT SYSTEM: THE ICAO SSR CODE ASSIGNMENT SYSTEM FOR SOUTHEAST ASIA AND THE ASIAN PART OF THE USSR WILL BE IMPLEMENTED WITH IMMEDIATE EFFECT. THE GENERAL PROCEDURE RELATING TO THE SYSTEM ARE CONTAINED IN ICAO DOC 7030/2 PART-I. BANGLADESH ATC IS PRESENTLY NOT EQUIPPED WITH SSR INTERROGATOR AND THERE IS LESS CHANCE OF OBTAINING SSR EQUIPMENT IN NEAR FUTURE. PROCEDURE APPLICABLE IN BANGLADESH (DACCA FIR): ALL SSR TRANSPONDER EQUIPPED AIRCRAFT DEPARTING FROM AERODROMES WITHIN DACCA FIR AND OPERATING ON IFR FLIGHT PLAN FOR DESTINATION OUTSIDE BANGLADESH WILL BE ASSIGNED DISCRETE MODE A CODES FROM THE BLOCK 4700 TO 4737. THE CODES WILL BE ASSIGNED SEQUENTIALLY BY INSERTING IN THE FLIGHT PLAN BY THE ATC UNIT ACCEPTING THE FLIGHT PLAN TO EACH AIRCRAFT AND WILL BE INCLUDED IN THE FPL, DEP, DLA, EST AND TNR MESSAGES PERTAINING TO THE AIRCRAFT. THE CODE SHALL CEASE TO BE VALID WHEN THE AIRCRAFT LANDS AT THE NEXT POINT OF LANDING OR IN CASE OF DIVERSION TO AN AERODROME. IN THE EVENT OF SUCH A FLIGHT DIVERTING TO AN AERODROME WITHIN THE DACCA FIR THE ASSIGNED CODE WILL BE RETAINED UNTIL THE AIRCRAFT HAS LANDED AT ITS NEW DESTINATION. WHEN IT SUBSEQUENTLY DEPARTS FOR A DESTINATION OUTSIDE DACCA FIR A NEW DISCRETE CODE WILL BE ASSIGNED BY ATC. FLIGHTS CONDUCTED WHOLLY WITHIN THE DACCA FIR WILL NOT BE ASSIGNED ANY SSR CODE FOR THE TIME BEING. REGARDLESS OF THE CODE ASSIGNED, THE PILOT-IN-COMMAND OF AN AIRCRAFT EXPERIENCING UNLAWFUL INTERFERENCE, RADIO FAILURE OR EMERGENCY CONDITION SHOULD SET HIS TRANSPONDER ON THE APPROPRIATE INTERNATIONAL CODE TO FACILITATE RECOGNITION BY ATC OF THE RELEVANT SITUATION. (II-A017/78)

BANGLADESH: PROCEDURE FOR OPERATION THROUGH THE AIRSPACE WITHIN THE TRIANGULAR AREA BOUNDED BY COORDINATES N21°00', E92°00', N22°35', E88°56', N21°38', E89°10' THEN TO 21°00', E92°00':

NO AIRCRAFT SHALL OPERATE THROUGH THE ABOVE MENTIONED TRIANGULAR AREA WITHOUT PRIOR APPROVAL FROM DIRECTOR GENERAL OF CIVIL AVIATION BANGLADESH.

PLN, DEP/PLN & DLA MESSAGES IN RESPECT OF ALL FLIGHTS THROUGH THE AREA SHALL BE ADDRESSED TO VGDCZI. AIRCRAFT SHALL CONTACT DACCA FIC/ACC PRIOR TO ENTRY IN THE TRIANGULAR AREA ON 2987/5673/8882/13288 KHZ OR ON 121.3 MHZ AND PASS ESTIMATED TIME OVER REPORTING POINTS ATALU AND DONAK TOGETHER WITH FLIGHT LEVEL. SUBSEQUENT REPORT WILL ONLY BE NECESSARY IF THE ESTIMATES DIFFER BY 5 MINUTES OR MORE.

AIRCRAFT UNABLE TO COMPLY WITH ABOVE PROCEDURE SHALL AVOID FLYING OVER BANGLADESH TERRITORY AND TERRITORIAL WATER. (II-A036/79)

BERMUDA

SPECIAL NOTICE--UNTIL FURTHER NOTICE NON-SCHEDULED COMMERCIAL FLIGHTS INTO AND OUT OF BERMUDA WILL NOT NORMALLY BE APPROVED DURING THE FOLLOWING LOCAL TIMES: ARRIVAL 1100-1730, DEPARTURES 1230-1830. (II-5/78)

SPECIAL NOTICE: SEE ALSO SPECIAL NOTICE UNDER NEW YORK OCEANIC CONTROL AREA UNDER THE SECTION TITLED U. S. OCEANIC CONTROL AREA NOTICES IN THIS PUBLICATION.

BOLIVIA

SANTA CRUZ. NO DISPENSIBLE JET FUEL JP-1 AVAILABLE FOR CHARTER AIRCRAFT. (II-25/81)

CANADA

AIR TRAFFIC CONTROL PROCEDURES: ALTITUDES OR FLIGHT LEVELS INAPPROPRIATE TO DIRECTION OF FLIGHT -PROCEDURES TO FOLLOW. THIS CLASS II NOTAM REPLACES THE FOLLOWING CLASS I NOTAM NOF 790269 (DOMESTIC) AND A794281, B794737, C792464, D791274 (INTERNATIONAL). THE FOLLOWING PROCEDURES WILL BECOME EFFECTIVE AT 0801 ZULU JUNE 15, 1979 AND WILL REMAIN IN EFFECT UNTIL FURTHER ADVISED.

A. PILOTS MAY REQUEST AN ALTITUDE/FLIGHT LEVEL NOT IN CONFORMANCE WITH THE SCHEDULE OUTLINED IN AND SERIES V, NO. 2:

(1) FOR FUEL CONSERVATION CONSIDERATIONS;

(2) FOR OPERATING LIMITATIONS REASONS;

(3) IF ENCOUNTERING ICING CONDITIONS; AND

(4) IF ENCOUNTERING TURBULENCE.

B. CONTROLLERS MAY INITIATE THE USE OF AN ALTITUDE/FLIGHT LEVEL NOT IN CONFORMANCE WITH THE SCHEDULE OUTLINED IN AND SERIES V, NO. 2:

(1) IF NECESSARY TO PROVIDE SEPARATION;

(2) IF NECESSARY TO ACCOMMODATE TRAFFIC FLOWS;

(3) IF NECESSARY TO ACCOMMODATE THE NEED(S) OF ADJACENT UNIT/SECTOR;

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(4) IF NECESSARY TO EFFECTIVELY UTILIZE AVAILABLE AIRSPACE; AND

(5) IF REQUIRED TO PREVENT AN AIRCRAFT FROM ENCOUNTERING KNOWN ADVERSE METEOROLOGICAL FLIGHT CONDITIONS.

UNDER THESE CONDITIONS, THE PILOT WILL BE REQUIRED/EXPECTED:

(I) WHEN IN A RADAR ENVIRONMENT, TO MAKE POSITION REPORTS, EXCEPT IN THE NAT TRANSITION AREA;

(II) UNDER A. -TO ADVISE AIR TRAFFIC SERVICES WHEN HE CAN ACCEPT THE APPROPRIATE ALTITUDE/FLIGHT LEVEL TO HIS DIRECTION OF FLIGHT; OR

(III) UNDER B. -TO BE RECLEARED TO THE APPROPRIATE ALTITUDE/FLIGHT LEVEL TO HIS DIRECTION OF FLIGHT, WHEN THE NEED FOR THE CHANGE NO LONGER EXISTS.

C. AN AIRCRAFT MAY ALSO BE ASSIGNED AN ALTITUDE/FLIGHT LEVEL NOT IN CONFORMANCE WITH THE SCHEDULE OUTLINED IN ANO SERIES V, NO. 2, WHEN THE AIRCRAFT:

(1) IS HOLDING, ARRIVING, OR DEPARTING;

(2) IS CONDUCTING A FLIGHT CHECK OF A NAVAID;

(3) IS OPERATING WITH AN AIRSPACE RESERVATION; OR

(4) IS OPERATING IN ACCORDANCE WITH A WAIVER TO ANO SERIES V, NO. 2.

(II-8/79)

RESTRICTIONS TO LIGHT AIRCRAFT, TORONTO INTERNATIONAL AIRPORT

AN EXTENSIVE RECONSTRUCTION PROGRAM AT TORONTO INTERNATIONAL AIRPORT THIS COMING SUMMER AND FALL WILL CAUSE AT LEAST ONE RUNWAY TO BE OUT OF USE. TEMPORARY RESTRICTIONS TO VFR TRAFFIC AND CERTAIN TYPES OF IFR TRAFFIC HAVE BEEN EXERCISED AT TORONTO INTERNATIONAL AIRPORT SINCE THE SUMMER OF 1979 AS OUTLINED IN THE VFR, IFR AND NORTHERN SUPPLEMENTS AND PROMULGATED BY CLASS I NOTAM. IN VIEW OF THE KNOWN RUNWAY LIMITATIONS OUTLINED ABOVE, VFR AND IFR OPERATIONS BY CIVIL AIRCRAFT OF LESS THAN 70000 POUNDS PERMISSIBLE TAKE-OFF WEIGHT TO OR FROM TORONTO INTERNATIONAL AIRPORT WILL BE PROHIBITED DURING THE PERIODS FROM 07:00 - 10:00 HOURS AND FROM 15:00 - 20:00 HOURS LOCAL TIME FROM 1 JULY 1981 TO 15 NOVEMBER 1981, AND FROM 1 JULY 1982 TO 15 NOVEMBER 1982 ALL TIMES AND DATES INCLUSIVE.

IN THE EVENT THAT LESS STRINGENT RESTRICTIONS BECOME OPERATIONALLY ACCEPTABLE DURING THESE PERIODS VARIATIONS FROM THE FOREGOING WILL BE ANNOUNCED BY CLASS I NOTAM.

(II 2/81)

VFR FLIGHT PROCEDURES IN THE NIAGARA SCENIC FALLS' AREA.

THERE IS A HIGH CONCENTRATION OF COMMERCIAL AND PRIVATE SIGHTSEEING FLIGHTS IN THE NIAGARA SCENIC FALLS AREA, WITH A TRAFFIC MIX OF VARIOUS TYPES AND SIZES OF AIRCRAFT. IN ORDER TO SEGREGATE THIS TRAFFIC MIX AS MUCH AS POSSIBLE, JOINT TRANSPORT CANADA-U.S. FEDERAL AVIATION ADMINISTRATION RECOMMENDED PROCEDURES FOR THE AREA HAVE BEEN ESTABLISHED.

IN THE INTERESTS OF FLIGHT SAFETY, THE FOLLOWING PROCEDURES ARE RECOMMENDED:

(1) A RIGHT HAND CIRCUIT PATTERN IS TO BE FLOWN WITH THE NORTH END OF THE PATTERN TO BE COMPLETED SOUTH OF THE RAILROAD BRIDGE ACROSS THE NIAGARA GORGE AND THE SOUTH END OF THE PATTERN TO BE FLOWN NEAR THE TOWN OF CHIPPEWA, (SOUTH SHORE OF NIAGARA FALLS).

(2) ON JOINING THE RIGHT HAND PATTERN, PILOTS SHOULD BROADCAST THEIR INTENTIONS ON FREQUENCY 122.9 MHZ, GIVING THEIR CRUISING ALTITUDE AND POINT OF ENTRY (I.E. NORTHBOUND OR SOUTHBOUND). FREQUENCY 122.9 MHZ SHOULD BE MONITORED WHILE IN THE PATTERN.

(3) IT IS RECOMMENDED THAT: (A) HELICOPTERS OPERATE IN THE PATTERN BETWEEN 2000 AND 2200 FT. ASL; (B) FIXED WING AIRCRAFT OPERATE IN THE PATTERN BETWEEN 2500 AND 3000 FT. ASL; AND (C) TURBO PROP/JET AND AIRCRAFT WITH CRUISE SPEEDS OF 150 KTS. OR MORE, OPERATE IN THIS PATTERN ABOVE 3200 FT. ASL.

ALTHOUGH THESE PROCEDURES ARE INTENDED TO SEGREGATE TRAFFIC, VFR RULES OF "SEE AND BE SEEN" AND GOOD AIRMANSHIP PRACTICES WILL PREVAIL.

IMPORTANT NOTE

THE CURRENT ALTIMETER SETTING SHOULD BE OBTAINED PRIOR TO JOINING THE PATTERN FROM EITHER NIAGARA FALLS TOWER, FREQUENCY 118.5 MHZ, OR ST. CATHARINES TOWER, FREQUENCY 119.0 MHZ. ALL PILOTS ARE CAUTIONED THAT THE AREAS ON BOTH SIDES OF THE NIAGARA GORGE BETWEEN 'THE WHIRLPOOL' AND 'HORSESHOW FALLS' ARE EXTREMELY NOISE SENSITIVE. AN ALTITUDE OF AT LEAST 2200 FT. ASL SHOULD BE MAINTAINED OVER THIS AREA PRIOR TO JOINING THE PATTERN.

THIS INFORMATION WAS PUBLISHED PREVIOUSLY AS AN AVIATION NOTICE.

(II 4/81)

CHILE

ARICA CHACULLUTA INTL AP (AVGAS)

WIE UFN AVGAS 100/130 AVAILABLE ONLY FOR AIRCRAFT BELOW 12,500 TONS; DELIVER CAPACITY 35 GALLONS PERMINUTE. AVGAS INOPERATIVE ON THE RAMP.

(II-A6/81)

CHINA (PEOPLES REPUBLIC)

SPECIAL NOTICE: AVAILABILITY OF INTERNATIONAL AIR ROUTE FROM A POINT ON SINO-BURMESE BORDER TO HONG KONG FOR INTERNATIONAL TRANSIT FLIGHTS AND THE GUANGZHOU (CANTON AIRPORT AS INTERNATIONAL ALTERNATE--FOR THE SAFETY AND CONVENIENCE OF INTERNATIONAL FLIGHTS, THE GENERAL ADMINISTRATION OF CIVIL AVIATION OF CHINA HAS DECIDED TO PROVIDE, WITH IMMEDIATE EFFECT, THE FOLLOWING FACILITIES:

1. THE INTERNATIONAL AIR ROUTE FROM THE ENTRY/EXIT POINT (23°26'N 98°54.5'E) ON THE SINO-BURMESE BORDER--LINCANG (LINGTSANG)--BOSE (POSEH)--GAOYAO (KAOYAO)--GUANTZHOU (CANTON) TO HONG KONG FOR ALL FOREIGN TRANSIT FLIGHTS, SCHEDULED AND NON-SCHEDULED;

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2. THE INTERNATIONAL AIRPORT, GUANGZHOU (CANTON)--BAIYUN (PAIYUN), AS AN ALTERNATE TO ALL TRAFFIC BOUND FOR HONG KONG OR OPERATING ON THE AFORESAID INTERNATIONAL AIR ROUTE.

ALL FOREIGN CIVIL AIRCRAFT OPERATORS DESIRING TO OPERATE ON THE ABOVE ROUTE OR TO USE THE ABOVE AIRPORT AS AN ALTERNATE MAY FILE THEIR APPLICATIONS DIRECT OR THROUGH DIPLOMATIC CHANNELS WITH THE GENERAL ADMINISTRATION OF CIVIL AVIATION OF CHINA, BEIJING (PEKING). (II-16/79)

DENMARK

TIRSTRUP AIRPORT. FUEL GRADES. CHANGE: 100LL AND JP-1 FUEL AVAILABLE ONLY. (II 13/82)

ETHIOPIA

SPECIAL NOTICE--WIE IN ORDER TO ASCERTAIN THE SAFE OPERATION OF AIRCRAFT WITHIN THE ADDIS ABABA FLIGHT INFORMATION REGION ALL CIVIL AND MILITARY AIRCRAFT OPERATING ON THE FOLLOWING SECTORS SHOULD FLY ALONG THE PRESCRIBED HEADING CORRESPONDING THERETO AND AS INDICATED HEREUNDER: (1) ENTRY INTO ASSAB AIRPORT FROM EITHER ADDIS ABABA OR DIRE DAWA--HEADING 055° WITH A TOLERANCE OF PLUS OR MINUS 5°; (2) EXIT FROM ASSAB FOR EITHER DIRE DAWA OR ADDIS ABABA--HEADING 235° WITH A TOLERANCE OF PLUS OR MINUS 5°; (3) ENTRY INTO ASSAB FROM ASMARA--HEADING 120° WITH A TOLERANCE OF PLUS OR MINUS 5°; (4) EXIT FROM ASSAB FOR ASMARA-HEADING 300° WITH A TOLERANCE OF PLUS OR MINUS 5°. ALL CIVIL AND MILITARY AIRCRAFT ENTERING OR EXITING ASSAB WITHIN A RADIUS OF 16NM FROM ASSAB TOWN SHOULD DO SO ON THE ABOVE PRESCRIBED HEADINGS ONLY. (II-15/78)

ADDIS ABABA: SOUTH BOUND DEPARTING, ARRIVING FROM THE SOUTH AND OVERFLYING TRAFFIC-ALL SOUTH BOUND DEPARTING TRAFFIC FROM ADDIS ABABA AND ALL ARRIVING TRAFFIC AT ADDIS ABABA FROM THE SOUTH INCLUDING OVERFLYING TRAFFIC SOUTH OF ADDIS ABABA SHOULD MAINTAIN RADIAL 198 DEGREES AT ALL TIMES UNLESS INSTRUCTIONS CONTRARY TO THIS IS DULY PROVIDED BY THE ATA AUTHORITY. (II-11/79)

JET A1 FUEL JET A1 FUEL NOT AVAILABLE AT ASSAB AIRPORT UNTIL FURTHER NOTICE. (II 3/82)

REPUBLIC OF GAMBIA

RUNWAY LIGHTS MIRAGE EFFECT: PILOTS ARE WARNED ABOUT AN ILLUSION OF RUNWAY LIGHTS WHILE AT THE THRESHOLD OF RUNWAY 14. THIS MIRAGE EFFECT IS CAUSED BY REFLECTIONS OF THE RUNWAY LIGHTS IN THE SLOPE BETWEEN THE NORTH TAXIWAY AND THE SOUTH TAXIWAY. OF THE FOUR ROWS OF LIGHTS THAT CAN BE SEEN, IGNORE THE TWO INNER ROWS CONVERGING TOWARDS THE CENTER LINE. THIS ILLUSION MAY BE MORE OBVIOUS WHEN THE RUNWAY IS WET AT NIGHT, AND PILOTS SHOULD EXERCISE GREAT CAUTION IN SUCH CONDITIONS. (AIC 1/79)

GERMANY (EAST)

AIRWAY A4 RADAR VECTORING- WITH EFFECT FROM THE 07 AUGUST 1980, THE AIRSPACE BETWEEN THE REPORTING POINTS STARLING AND SEGAL WITHIN WHICH AIRCRAFT BOUND FOR COPENHAGEN MAY BE RADAR VECTORED BY COPENHAGEN ACC WILL BE CHANGED AS FOLLOWS:

545500N 012500E - 545500N 013000E -
544000N 013013OE - 543820N 012513OE -
544000N 012300E - 545500N 012500E.

(II-43/80)

AMENDMENT TO AIP, FAL AMEND PARA 2.1.2.2 BY THE FOLLOWING NOTE:

NOTE: IF THE APPLICATION WILL BE MADE IN TELETYPEWRITING IT SHALL BE ADDRESSED TO ETBNZH ADDITIONALLY.

REF FAL 1-3
THE FOLLOWING PARAS WILL BE REPLACED BY:
2.1.2.4 IF AN APPLICATION FOR ENTRY OR OVERFLIGHT IS SUBMITTED ACCORDING TO FAL 1, PARA 2.1, SUCH APPLICATION WILL BE CONSIDERED AS ANNOUNCEMENT TO AIR TRAFFIC CONTROL AS WELL.

2.1.2.5 ANY CHANGES WITH REGARD TO THE SUBMITTED APPLICATIONS SHALL BE MADE IN ACCORDANCE WITH RAC 1, PARA 2.1.4. THE CHANGE OF THE ESTIMATED TIME OF DEPARTURE OF MORE THAN 48 HOURS REQUIRES A CANCELLATION NOTIFICATION TO THE ORIGINAL APPLICATION TO THE AIR TRAFFIC CONTROL CENTRE (ETBNZH). THEREAFTER THE ENTRY OR OVERFLIGHT PERMISSION MUST BE APPLIED FOR AGAIN ACCORDING TO FAL 1, PARA 2.1.

2.1.3 SUBSTANCE OF APPLICATIONS. THE APPLICATIONS FOR ENTRY OR OVERFLIGHT PERMISSIONS MUST CONTAIN THE FOLLOWING PARTICULARS SEQUENTLY:
- AIRCRAFT CALL SIGN, NATIONALITY AND REGISTRATION MARK;
- FLIGHT RULES AND TYPE OF FLIGHT;
- NUMBER AND TYPE OF AIRCRAFT AND WAKE TURBULENCE CATEGORY;
- AERODROME OF DEPARTURE AND ESTIMATED TIME OF DEPARTURE, FIR BOUNDARIES (FIR ETBN) AND ESTIMATED TIME OVER;
- CRUISING SPEED (TAS IN KM/H), CRUISING LEVEL (STANDARD METRIC LEVEL IN TONS OF METRES), ROUTE;
- AERODROME OF DESTINATION AND ESTIMATED TIME OF ARRIVAL;
- DAYS OF FLIGHT (MONDAY = 1 ... SUNDAY = 7) AND PERIOD, IN CASE OF SINGLE FLIGHTS, DATE OF FLIGHT;
- NAME AND ADDRESS OF THE AIRCRAFT OPERATING AGENCY;
- SURNAME, FIRST NAME, AND NATIONALITY OF THE PILOT-IN-COMMAND;
- NUMBER OF MEMBERS OF THE CREW;
- PURPOSE OF THE FLIGHT, FOR NON-SCHEDULED FLIGHTS NAME OF CUSTOMER IF APPROPRIATE;
- MAXIMUM TAKEOFF WEIGHT OF THE AIRCRAFT; FOR NON-SCHEDULED FLIGHTS ALSO NUMBER OF

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PASSENGERS, MAIL AND POSSIBLE DISPOSABLE LOAD.
REF FAL 1-4.

THIS NOTAM WILL BE EFFECTIVE ON 29 OCTOBER, 1981. (II A59/81)

GREECE

SECONDARY SURVEILLANCE RADAR (SSR)--THE SECONDARY SURVEILLANCE RADAR IN GREECE IS OPERATING AS FOLLOWS: ATHINAI AIRPORT, GENERAL: THE SSR OPERATES IN THE RADAR VECTORING AREA* OF ATHINAI AIRPORT. *THE RADAR VECTORING AREA OF ATHINAI AIRPORT IS GIVEN IN THE AIP. THE SSR GROUND EQUIPMENT CONCERNED IS CAPABLE OF INTERROGATING ON MODES A, B, C, D, AND OF DECODING UP TO 4096 CODES WITH AUTOMATIC ACTIVATION OF CODES 75(00), 76(00), 77(00) AND IS ASSOCIATED WITH PRIMARY RADAR. OPERATION OF TRANSPONDERS: INTERROGATION IS NORMALLY MADE ON MODES A AND C. ATC INSTRUCTIONS GENERALLY SPECIFY: CODE 52(00) FOR ARRIVING AIRCRAFT; AND CODE 53(00) FOR DEPARTING AIRCRAFT. PILOTS OF TRANSPONDER EQUIPPED AIRCRAFT ARE REQUESTED TO NOTIFY THIS CAPABILITY IN THEIR FLIGHT PLAN IN ACCORDANCE WITH APPENDIX 2 OF ICAO DOC 4444--RAC/501. THE PHRASEOLOGY TO BE USED SHALL CONFORM TO THAT PRESCRIBED IN ICAO DOC 4444--RAC/501 AND DOC 7030. ATHINAI FIR/UIR, GENERAL: SSR (IFF/SIF) IS IN USE WITHIN ATHINAI FIR/UIR IN ORDER TO FACILITATE THE COORDINATION OF GENERAL TRAFFIC AND OPERATIONAL TRAFFIC. OPERATION OF TRANSPONDERS: PILOTS OF TRANSPONDER EQUIPPED AIRCRAFT ENTERING ATHINAI FIR/UIR OR DEPARTING FROM AIRPORTS LOCATED WITHIN ATHINAI FIR, WITH THE EXCEPTION OF ATHINAI AIRPORT WHERE PROCEDURES GIVEN IN THE ABOVE PARA ARE APPLICABLE, ARE REQUESTED TO OPERATE THE TRANSPONDERS ON MODE 3/A, CODE 20(00). PILOTS OF TRANSPONDER EQUIPPED AIRCRAFT ARE REQUESTED TO NOTIFY THIS CAPABILITY IN THEIR FLIGHT PLAN IN ACCORDANCE WITH APPENDIX 2 OF ICAO DOC 4444--RAC/501. NORTH BOUND TRAFFIC: ACFT DESTINED TO POINTS WITHIN BEOGRAD OR SOFIA FIR AND BEYOND MAY BE AUTHORIZED BY ATC WHENEVER NECESSARY TO FOLLOW ROUTE: SUN-KRS-SKYROS/INT-TSL AND THEN TO HUMA OR KULUTA. THE INTRODUCED ONE-DIRECTION ROUTING SYSTEM DOES NOT AFFECT THE PRESENT ATS ROUTES WHICH IN NO WAY ARE REALIGNED. TO AVOID FLYING OUT OF THE ATS ROUTE LIMITS, AIRCRAFT FOLLOWING ONE OF THE ONE-DIRECTION ROUTES TO ATHINAI VOR SHOULD FLY WITHIN THE LIMITS OF THE RESPECTIVE AWY UP TO THE ENTRY POINTS OF ATHINAI TMA WHICH ARE LISTED IN RAC 4 APP 3B AND THEN FLY DIRECT TO ATHINAI VOR. (II-A27/78)

ALEXANDROUPOLIS AIRPORT
1. THE FOLLOWING INFORMATION IS PROVIDED IN RESPECT OF ALEXANDROUPOLIS AIRPORT:
(A) AERODROME ELEVATION 24 FEET.
(B) MEDICAL FACILITIES AVAILABLE WITH FIRST AID TREATMENT, MOTOR AMBULANCE AND HOSPITAL IN TOWN OF ALEXANDROUPOLIS.
(C) REFUELING FACILITIES ARE NOT YET AVAILABLE.
(D) RUNWAY PHYSICAL CHARACTERISTICS, DIMENSIONS 2600 X 45M, STOPWAYS OF 60M GRAVEL STRIP 2840 X 150M, LCN 80, H 10 CM, ASPHALT, WITH LONGITUDINAL SLOPE 02% FROM 07 UPWARDS. ELEVATION OF RUNWAY EXTREME ENDS: 10 FT AT 07 AND 24 FT AT 25.
(E) PROVISION OF LIGHTING:
- RUNWAY, EDGES LIH, AT 60M INTERVALS WHITE. THRESHOLDS (6 LIGHTS RED-GREEN AT 3M INTERVALS, ENDS.
- TAXIWAY, BLUE OMNIDIRECTIONAL LIM
- APRON, BLUE OMNIDIRECTIONAL LIM - FLOOD LIGHTS ON 4 PYLONS.
- AERODROME BEACON CODING ALX AND TWIN RED OBSTRUCTION LIGHTS ON AERODROME CONTROL TOWER.
- ROTATING BEACON HAS BEEN INSTALLED BUT NOT OPERATIVE YET. (6 REVOL/MIN).
- SIMPLE APPROACH LIGHTING SYSTEM AND VASIS SERVING THE RUNWAY 07 ONLY, LIH. APPROACH LIGHTING AND VASIS TO SERVE RUNWAY 25, UNDER INSTALLATION.
2. WHEREVER IN AIP (VOL I AND II) ELEVATION INDICATES 20 FT IT SHOULD BE ANNOTATED ACCORDINGLY.
3. NOTAM CLASS I SERIES A, NR 1747/1980 IS CANCELLED.
E. DOURVARIS, DIRECTOR ATS DIVISION (II A44/81)

GREENLAND AND FAROE ISLANDS

MNPS AIRSPACE FLIGHT PLAN: WEF FROM 2 NOVEMBER IN ANTICIPATION OF ACTION BEING TAKEN TO AMEND REGIONAL SUPPLEMENTARY PROCEDURES, THE FOLLOWING REQUIREMENT COMES INTO EFFECT FORTHWITH. FOR FLIGHTS INTENDING TO OPERATE WITHIN MNPS AIRSPACE DURING ANY PORTION OF THEIR FLIGHT, THE LETTER "X" SHALL BE INSERTED AFTER THE LETTER "S" IN ITEM 10 OF THE FLIGHT PLAN, INDICATING THAT THE FLIGHT HAS BEEN CERTIFICATED AS COMPLYING WITH THE MNPS (PARA. 1.2 OF THE RAC SUPPS REFERS). (II-15/78)

GREENLAND FLIGHT PLANNING AND REPORTING PROCEDURES IN SONDRESTROM FIR BELOW FL 195: AT ITS FIFTEENTH MEETING THE NAT SYSTEM PLANNING GROUP CONCURRED TO AMEND THE REGIONAL SUPPLEMENTARY PROCEDURES CONCERNING FLIGHT PLANNING IN THE NAT REGION IN ORDER TO ALLOW EASIER REFERENCE AND ASSESSMENT OF THE TRAFFIC SITUATION FOR AIR TRAFFIC CONTROLLERS, AND DEVELOPED A PROPOSAL FOR AMENDMENT OF THE RELEVANT PROVISIONS IN ICAO DOC 7030. AS A CONSEQUENCE OF THE NAT-SPG 15 CONCLUSION REGARDING THIS PROPOSED AMENDMENT, AND IN ORDER TO EXPEDITE ITS APPLICATION AS WELL AS TO EVALUATE ITS EFFECT, THE FOLLOWING WILL APPLY WITHIN SONDRESTROM FIR FROM 14 JUNE 1979 UNTIL FURTHER NOTICE:

1. FLIGHTS CONDUCTED WHOLLY OR PARTLY OUTSIDE THE ORGANIZED TRACK SYSTEM SHALL BE PLANNED ALONG GREAT CIRCLE TRACKS JOINING SUCCESSIVE SIGNIFICANT

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POINTS AND FLIGHT PLANS SHALL BE MADE IN ACCORDANCE WITH THE FOLLOWING:

A. FLIGHTS OPERATING BETWEEN NORTH AMERICA AND EUROPE SHALL GENERALLY BE CONSIDERED OPERATING IN A PREDOMINANTLY EAST-WEST DIRECTION. HOWEVER, FLIGHTS PLANNED BETWEEN THESE TWO CONTINENTS VIA THE NORTH POLE SHALL BE CONSIDERED OPERATING IN A PREDOMINANTLY NORTH-SOUTH DIRECTION.

B. FLIGHTS OPERATING PREDOMINANTLY IN AN EAST-WEST DIRECTION:

I) FOR FLIGHTS OPERATING SOUTH OF 70°N, THE PLANNED TRACKS SHALL NORMALLY BE DEFINED BY SIGNIFICANT POINTS FORMED BY THE INTERSECTION OF HALF OR WHOLE DEGREES OF LATITUDE WITH MERIDIANS SPACED AT INTERVALS OF 10° FROM THE GREENWICH MERIDIAN TO 70°W.

II) FOR FLIGHTS OPERATING NORTH OF 70°N, THE PLANNED TRACKS SHALL NORMALLY BE DEFINED BY SIGNIFICANT POINTS FORMED BY THE INTERSECTION OF PARALLELS OF LATITUDE EXPRESSED IN DEGREES AND MINUTES WITH MERIDIANS NORMALLY SPACED AT INTERVALS OF 20° FROM THE GREENWICH MERIDIAN TO 60°W.

C. THE DISTANCE BETWEEN SIGNIFICANT POINTS SHALL, AS FAR AS POSSIBLE NOT EXCEED ONE HOUR'S FLIGHT TIME. ADDITIONAL SIGNIFICANT POINTS SHOULD BE ESTABLISHED WHEN DEEMED NECESSARY DUE TO AIRCRAFT SPEED OR THE ANGLE AT WHICH THE MERIDIAN IS CROSSED, E.G.:

I) WITH INTERVALS OF 10° OF LONGITUDE (BETWEEN 5°W AND 65°W) FOR FLIGHTS OPERATING SOUTH OF 70°N, AND

II) WITH INTERVALS OF 20° OF LONGITUDE (BETWEEN 10°W AND 50°W) FOR FLIGHTS OPERATING NORTH OF 70°N.

III) HOWEVER, WHENEVER THE FLIGHT TIME BETWEEN SUCCESSIVE SIGNIFICANT POINTS IS LESS THAN 30 MINUTES, ONE OF THESE POINTS MAY BE OMITTED.

D. FLIGHTS OPERATING PREDOMINANTLY IN NORTH-SOUTH DIRECTION:

I) FOR FLIGHTS WHOSE FLIGHT PATH ARE PREDOMINANTLY ORIENTED IN A NORTH-SOUTH DIRECTION, THE PLANNED TRACK SHALL NORMALLY BE DEFINED BY SIGNIFICANT POINTS FORMED BY THE INTERSECTION OF WHOLE DEGREES OF LONGITUDE WITH SPECIFIED PARALLELS OF LATITUDE WHICH ARE SPACED AT FIVE DEGREES.

2. AIR TRAFFIC SERVICES MAY REQUIRE ANY FLIGHT OPERATION PREDOMINANTLY IN AN EAST-WEST DIRECTION TO REPORT ITS POSITION AT ANY OF THE INTERMEDIATE MERIDIANS SPACED AT INTERVALS OF:

A. 10° OF LONGITUDE SOUTH OF 70°N (BETWEEN 5°W AND 65°W), AND

B. 20° OF LONGITUDE NORTH OF 70°N (BETWEEN 10°W AND 50°W).

FOR FLIGHTS ABOVE FL 195, SEE CANADIAN AND ICELANDIC PUBLICATIONS. (II-2/79)

GREENLAND. INTRODUCTION OF A COMMUNICATIONS CHARGE FOR THE USE OF THE INTERNATIONAL COM-FACILITIES: AS THE JOINT FINANCING OF THOSE FOR THE BENEFIT OF THE INTERNATIONAL AIR TRAFFIC OPERATED HF/VHF FACILITIES IN SONDRE STROMFJORD CEASE AT 30 JUNE 1979, A COMMUNICATIONS CHARGE OF 250,-DANISH CROWNS WILL BE INTRODUCED WITH EFFECT FROM THE SAME DAY. THE FACILITIES, WHICH INCLUDE THE HF-FREQUENCIES 2868, 5624, 8910 AND 11303 KHZ AND THE VHF 127.9 MHZ ARE ESTABLISHED FOR THE BENEFIT OF THE INTERNATIONAL AIR TRAFFIC. THE CHARGE WILL BE LEVIED ON ALL CIVIL AIRCRAFT, WHICH ESTABLISH CONTACT WITH THE STATIONS ON THESE FREQUENCIES. FOR ONE AND THE SAME FLIGHT ONLY ONE CHARGE WILL BE LEVIED WITHIN A 24 HOUR'S PERIOD. IT SHOULD BE NOTICED THAT AS ALL AIRCRAFT INTERNATIONALLY TRAVERSING SONDRESTROM FIR BELOW FL 195 ARE OBLIGED TO ESTABLISH CONTACT WITH SONDRESTROM FIC ON ONE OF THE ABOVE FREQUENCIES. THE CHARGE WILL BE LEVIED EVEN IF THE CONTACT IS NOT ESTABLISHED. (II-3/79)

HAITI

IMPLEMENTATION OF ATS ROUTE A36 GREAT INAGUA TO PUERTA PLATA VOR: EFFECTIVE 20 MARCH 1980 A NEW ATS ROUTE WILL BE IMPLEMENTED AS FOLLOWS:

A36 FROM GREAT INAGUA 116° (M) OUTBOUND TO INTERCEPT THE 298° RADIAL PTA VOR. ALONG A36 ARE ALBEE INTERSECTION 20° 25′ 05" N AND 72° 14′ W. DISTANCE FROM GREAT INAGUA IS 88 NM, THEN RETAK INTERSECTION 20° 16′ 30" N AND 71° 52′ W. DISTANCE FROM ALBEE INTERSECTION SECTION IS 22 NM. DISTANCE FROM RETAK INTERSECTION TO PTA VOR IS 80 NM. DISTANCE FROM SATOR INTERSECTION ON A57 TO RETAK INTERSECTION IS 37 NM. DISTANCE FROM RETAK INTERSECTION TO BOTES INTERSECTION IS 10 NM. RETAK INTERSECTION WILL BE A COMPULSORY REPORTING POINT ON A36 ONLY. APPROPRIATE NOTAM WILL BE PROMULGATED TO CONFIRM OR ESTABLISH A NEW DATE ON THE ABOVE-MENTIONED IMPLEMENTATION. (AIC 1/80)

CAUTION: NIGHT FLYING IN HAITI CAN BE HAZARDOUS DUE TO EXCEPTIONALLY PRECIPITOUS MOUNTAINOUS TERRAIN, LACK OF VISUAL CUES AND RELATIVELY LOW LANDING AREAS. SEVERE

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UPDRAFTS AND DOWNDRAFTS, ABRUPT CHANGES IN WIND DIRECTION AND VELOCITY AND SEVERE TURBULENCE MAY BE ENCOUNTERED.

VFR NIGHT FLYING SHOULD BE CONDUCTED AT OR ABOVE CHARTED MINIMUM EN ROUTE ALTITUDES SINCE GROUND REFERENCE IS MINIMAL AND MOUNTAINS MAY BLEND WITH CLOUD FORMATIONS.

SAFETY OF FLIGHT IN MOUNTAINOUS AREAS DEMANDS PROPER PLANNING AND A KNOWLEDGE OF THE HAZARDS ASSOCIATED WITH FLYING IN THESE AREAS. (FAA)

HONG KONG

SPECIAL NOTICE--COMPULSORY THIRD PARTY INSURANCE FOR NON-SCHEDULED COMMERCIAL OPERATIONS THROUGH HONG KONG: CURRENTLY THE COMBINED SINGLE LIMIT FOR THIRD PARTY LIABILITY FOR ANY ONE INCIDENT/ ACCIDENT/ OCCURRENCE IS REQUIRED TO BE NOT LESS THAN US $150,000,000 (US $150 MILLION) FOR ALL NON-SCHEDULED COMMERCIAL OPERATIONS TO/FROM HONG KONG. WITH EFFECT FROM 12TH DECEMBER 1978 THE INSURANCE REQUIREMENTS FOR NON-SCHEDULED COMMERCIAL OPERATIONS WILL BE AS FOLLOWS:

GROUP CLASSIFICATION MAXIMUM AUTHORIZED WEIGHT	COMPULSORY THIRD PARTY INSURANCE COVER OF NOT LESS THAN US
(1) ULTRA LIGHT	
2,500 KG OR LESS	1,000,000 (1 MILLION)
2,501 KG--5000 KG	2,000,000 (2 MILLION)
(2) LIGHT	
5,007 KG--LESS THAN 10,000 KG	10,000,000 (10 MILLION
(3) LIGHT/MEDIUM	
10,000 KG--LESS THAN 32,000 KG	25,000,000 (25 MILLION)
(4) MEDIUM	
32,000 KG--LESS THAN 100,000 KG	150,000,000 (150 MILLION)
(5) HEAVY	
100,000 KG--LESS THAN 170,000 KG	
(6) ULTRA HEAVY	
170,000 KG OR OVER	
(A) L-1011 OR DC-10	250,000,000 (250 MILLION)
(B) B-747	300,000,000 (300 MILLION)

(II-A27/78)

NON-SCHEDULED PASSENGER AIRCRAFT OPERATIONS: WITH IMMEDIATE EFFECT--CURRENTLY NON-SCHEDULED PASSENGER AIRCRAFT ARE NOT PERMITTED TO OPERATE WITHIN THE PERIOD 0500 -0800. OWING TO CONGESTION, THE TIMINGS OF FLIGHTS OPERATING OUTSIDE THIS PERIOD WILL BE SUBJECT TO APPROVAL. APPLICATIONS SHOULD BE MADE IN GOOD TIME FOR THIS ASPECT TO BE CONSIDERED. (II-A33/78)

AIRCRAFT NATIONAL REGISTRATION LETTERS/ NUMBER: FURTHER TO AIP-HONG KONG RAC 9-1 PARA 1.6, ALL AIRCRAFT PLANNING TO FLY THROUGH THE HONG KONG AREA OF RESPONSIBILITY MUST INSERT IN ITEM 18 OF THE FPL THE NATIONAL REGISTRATION LETTERS/NUMBER OF THE AIRCRAFT IF DIFFERENT FROM THE AIRCRAFT IDENTIFICATION IN ITEM 7. (II A12/81)

ESTIMATED TIME OF ARRIVAL: THE FOLLOWING DEFINITION OF ESTIMATED TIME OF ARRIVAL (ETA) HAS RECENTLY BEEN INTRODUCED BY ICAO:

"FOR IFR FLIGHTS, THE TIME AT WHICH IT IS ESTIMATED THAT THE AIRCRAFT WILL ARRIVE OVER THAT DESIGNATED POINT, DEFINED BY REFERENCE TO NAVIGATION AIDS, FROM WHICH IT IS INTENDED THAT AN INSTRUMENT APPROACH PROCEDURE WILL BE COMMENCED, OR, IF NO NAVIGATION AID IS ASSOCIATED WITH THE AERODROME, THE TIME AT WHICH THE AIRCRAFT WILL ARRIVE OVER THE AERODROME.
FOR VFR FLIGHTS, THE TIME AT WHICH IT IS ESTIMATED THAT THE AIRCRAFT WILL ARRIVE OVER THE AERODROME."

THEREFORE WEF 26 NOV 1981, FOR UNIFORMITY AND SIMPLICITY OF APPLICATION, ITEM 17 OF FPL'S FOR ALL FLIGHTS DESTINED FOR HONG KONG SHOULD BE COMPUTED USING "CH" VOR/"CC" NDB AS THE DESIGNATED POINT FOR PLANNING PURPOSES, IRRESPECTIVE OF THE APPROACH PROCEDURE TO BE USED. (II A13/81)

HUNGARY

PRIVATE FLIGHTS. WITH EFFECT FROM 1 AUG 1980 IN CASE OF PRIVATE FLIGHTS APPLICATION FOR PERMISSION TO ENTER THE TERRITORY OF THE HUNGARIAN PEOPLE'S REPUBLIC SHALL CONTAIN THE FOLLOWING DATA WITH REGARD TO ALL PERSONS ON BOARD/ PILOT + PASSENGERS/ IN ADDITION TO THE REQUIRED DETAILS LISTED IN HUNGARIAN AIP FAL 1-2: NAME, PLACE AND DATE OF BIRTH, NATIONALITY, IDENTIFICATION NUMBER OF PASSPORT, PERMANENT ADDRESS. (II A026/81)

REGULATIONS CONCERNING ENTRY, LANDING, DEPARTURE AND TRANSIT OF INTERNATIONAL FLIGHTS
WITH EFFECT FROM 18 MARCH 1982 THE PROVISIONS CONCERNING NOTIFICATION OF FLIGHTS SHALL BE AMENDED AS FOLLOWS:

1. GENERAL

1.1 ALL FLIGHTS INTO, FROM OR OVER THE TERRITORY OF HUNGARY AND LANDINGS THERE SHALL BE CARRIED OUT IN ACCORDANCE WITH THE VALID REGULATIONS OF THE HUNGARIAN PEOPLE'S REPUBLIC REGARDING CIVIL AVIATION.

1.2 AIRCRAFT ARRIVING IN OR DEPARTING FROM THE TERRITORY OF HUNGARY SHALL LAND OR TAKE-OFF RESPECTIVELY AT BUDAPEST/FERIHEGY INTERNATIONAL AIRPORT.

1.3 THE APPLICATIONS OR PRELIMINARY FLIGHT NOTIFICATIONS SHOULD BE RECEIVED BY THE APPROPRIATE AUTHORITIES ON WORKING DAYS NOT LATER THAN 1100 GMT TAKING INTO

BEST DOCUMENT AVAILABLE

CONSIDERATION THE TERMS LISTED BELOW UNDER ITEMS 3.1, 3.2, 3.3 AND 3.4.

1.4 THE LEGAL HOLIDAYS LISTED ON PAGE GEN 1-7 OF THE HUNGARIAN AIP SHOULD NOT BE INCLUDED IN THE REFERRED TIME LIMITS.

1.5 THE CIVIL AVIATION AUTHORITY MAY REQUEST THE OPERATORS TO GIVE ADDITIONAL INFORMATIONS WITH REGARD THE FLIGHT, WHICH SHOULD BE TAKEN INTO CONSIDERATION WHEN GRANTING THE PERMISSION.

1.6 THE CIVIL AVIATION AUTHORITY PRESERVES THE RIGHT FOR EXCEPTIONAL CASES TO RESTRICT, FORBID OR MAKE CONDITIONS FOR INTERNATIONAL FLIGHTS PLANNED TO CONDUCT WITHIN THE HUNGARIAN AIRSPACE.

2. SCHEDULED FLIGHTS

2.1 INTERNATIONAL SCHEDULED AIR SERVICES ARE REGULATED IN THE CASE OF OVERFLYING BY THE INTERNATIONAL AIR SERVICES TRANSIT AGREEMENT, IN CASE OF LANDING SERVICES BY THE BILATERAL AIR TRANSPORT AGREEMENTS SIGNED BY THE HUNGARIAN GOVERNMENT AND THE GOVERNMENT OF THE STATE OF THE AIRLINE CONCERNED. FOR SERVICES NOT REGULATED BY BILATERAL AGREEMENT, THE CIVIL AVIATION AUTHORITY MAY GRANT PROVISIONAL PERMISSION FOR THE FLIGHT AT ITS DISCRETION.

2.2 TIME TABLES

2.2.1 THE TIME TABLES FOR SCHEDULED LANDING SERVICES ARE APPROVED BY THE CIVIL AVIATION AUTHORITY.

2.2.2 THE TIME TABLES FOR SCHEDULED TRANSIT SERVICES ARE APPROVED BY THE AIR TRAFFIC AND AIRPORT ADMINISTRATION.

2.2.3 THE PROPOSED TIME TABLES SHOULD BE SUBMITTED FOR APPROVAL AT LEAST 45 DAYS PRIOR THE TIME TABLE PERIOD.

2.2.4 THE ROUTE, TIME OR AIRCRAFT TYPE CHANGES AFFECTING THE TIME TABLES APPROVED BY THE CIVIL AVIATION AUTHORITY OR THE AIR TRAFFIC AND AIRPORT ADMINISTRATION, SHALL BE NOTIFIED TO THE AIR TRAFFIC AND AIRPORT ADMINISTRATION.

3. NON-SCHEDULED FLIGHTS

3.1 IF AN OPERATOR INTENDS TO CARRY OUT NON-SCHEDULED FLIGHTS IN TRANSIT ACROSS OR TO MAKE NON-TRAFFIC STOPS AT BUDAPEST/FERIHEGY AIRPORT, THE PRELIMINARY FLIGHT NOTIFICATION SHOULD BE RECEIVED BY THE AIR TRAFFIC AND AIRPORT ADMINISTRATION AT LEAST 48 HOURS IN ADVANCE OF THE PLANNED TIME OF DEPARTURE. THE NOTIFICATION SHOULD INCLUDE THE ITEMS A./ -G./ IN PARA. 4.1 BELOW. AFTN ADDRESS: LHBPYE.

3.2 IF AN OPERATOR INTENDS TO PERFORM AN INDIVIDUAL, NON-SCHEDULED FLIGHT FOR COMMERCIAL PURPOSES AS WELL AS TO CARRY OUT AN ADDITIONAL FLIGHT TO ONE OF THE SCHEDULED AIR SERVICES AT BUDAPEST FERIHEGY AIRPORT, IT SHALL APPLY TO THE CIVIL AVIATION AUTHORITY NOT LESS THAN 48 HOURS IN ADVANCE OF THE INTENDED LANDING.

3.3 THE APPLICATION FOR A SERIES OF THREE OR MORE NON-SCHEDULED FLIGHTS FOR COMMERCIAL PURPOSES LANDING AT BUDAPEST/FERIHEGY AIRPORT SHOULD BE RECEIVED BY THE CIVIL AVIATION AUTHORITY AT LEAST 14 DAYS BEFORE THE FIRST INTENDED LANDING. THE APPLICATION SHOULD INCLUDE THE ITEMS A./ - I./ OF PARA. 4.1 BELOW. AFTN ADDRESS: LHAAYA.

3.4 THE SAME CONDITIONS /AS IN 3.3 ABOVE/ RELATE TO THE FLIGHTS PROPOSED TO PERFORM BY WIDEBODY AIRLINERS WITH CAPACITY OF MORE THAN 200 PASSENGERS, /E.G.: A-300, DC-10, IL-86, L-1011/ LANDING AT BUDAPEST/FERIHEGY AIRPORT AND THOSE CARGO FLIGHTS WHICH REQUIRE SPECIAL ARRANGEMENTS FOR GROUND HANDLING (E.G.: CATTLE TRANSPORT).

4. CONTENT OF THE NOTIFICATION

4.1 NOTIFICATIONS SENT TO THE AUTHORITIES AS PRESCRIBED IN 3.1 - 3.4 ABOVE, SHOULD INCLUDE THE FOLLOWING ITEMS:

A. NAME AND ADDRESS OF THE OPERATOR AND/OR OWNER OF THE AIRCRAFT;
B. STATE OF REGISTRY OF AIRCRAFT, TYPE AND REGISTRATION SIGN;
C. THE NAME AND NATIONALITY OF THE PILOT-IN-COMMAND;
D. THE ROUTE AND DATE OF FLIGHT;
E. AERODROME OF DEPARTURE AND ARRIVAL, INTERMEDIATE LANDING IF ANY;
F. THE PLANNED TIME OF DEPARTURES, ARRIVALS AND OF STATE BOUNDARIES;
G. DATA OF VALID INSURANCE COVERING DAMAGE LIABILITY TO THIRD PARTIES ON THE GROUND;
H. PURPOSE OF FLIGHT, NUMBER OF PASSENGERS AND/OR AMOUNT OF CARGO;
I. NAME AND ADDRESS OF THE CHARTERER AND A COPY OF THE CHARTER AGREEMENT.

5. COORDINATION OF GROUND HANDLING

5.1 THE GROUND HANDLING OF NON-SCHEDULED FLIGHT LANDING AT BUDAPEST/FERIHEGY AIRPORT IS SUBJECT TO PRIOR COORDINATION WITH THE AIRPORT COORDINATOR DESIGNATED BY THE CIVIL AVIATION AUTHORITY. (SEE NOTAM CLASS II. A007/82.)

6. PRIVATE FLIGHTS AND OTHER I.G.A. FLIGHTS

6.1 APPLICATION FOR PRIVATE FLIGHTS AND OTHER FLIGHTS ENGAGED IN THE INTERNATIONAL GENERAL AVIATION, INTO OR ACROSS THE TERRITORY OF HUNGARY SHOULD BE RECEIVED BY THE AIR TRAFFIC AND AIRPORT ADMINISTRATION AT LEAST 48 HOURS IN ADVANCE OF THE PLANNED OPERATION. THE APPLICATION SHOULD INCLUDE THE ITEMS A./ - H./ ABOVE IN PARA 4.1 AND THE FOLLOWING DATA WITH REGARD TO ALL PERSONS ONBOARD (PILOT + PASSENGERS) UNDER ITEM C. SHALL BE SHOWN:
NAME, PLACE AND DATE OF BIRTH, NATIONALITY, IDENTIFICATION NUMBER OF PASSPORT, PERMANENT ADDRESS.

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6.2 AMBULANCE FLIGHTS IN EMERGENCY MISSION ARE EXEMPTED AND ARE SUBJECT TO SPECIAL APPROVAL PROCEDURE BASED ON THE FILED FPL.

7. MILITARY AND GOVERNMENT FLIGHTS

7.1 APPLICATION FOR ENTRY, LANDING AND TRANSIT OF MILITARY AND GOVERNMENT FLIGHTS SHOULD BE SUBMITTED THROUGH DIPLOMATIC CHANNEL.

7.2 NOTIFICATIONS OF SUCH FLIGHTS SHOULD BE RECEIVED BY THE CIVIL AVIATION AUTHORITY AT LEAST 15 DAYS PRIOR TO THE PLANNED TIME OF DEPARTURE. THE NOTIFICATION SHOULD INCLUDE THE ITEMS A./ - G./ IN PARA 4.1 ABOVE.

7.3 THE PERMISSION FOR THESE FLIGHTS WILL BE ISSUED THROUGH DIPLOMATIC CHANNEL.

THIS NOTAM SUPERSEDES NOTAM CLASS II. A003/77, A002/78, A009/81, A026/81 AND THE RELEVANT PART FAL 1 OF THE HUNGARIAN AIP. IT WILL BE FOLLOWED BY AIP AMENDMENT NO. 4. (II A006/82)

IRAN

TEHRAN. THE IRANIAN AIRSPACE WITHIN TEHRAN FIR IS CLOSED TO UNITED STATES AIRCRAFT. (II 31/80)

IRAQ

ESTABLISHMENT OF PRIMARY RADAR--BASRAH: AN AREA CONTROL PRIMARY RADAR IN SUPPORT TO BASRAH CONTROL CENTRE IS IN OPERATION, OPERATING 24 HOURS DAILY. CALL SIGN (BASRAH RADAR), FREQUENCY 128.7 MHZ. AIRCRAFT MAY BE REQUESTED BY BASRAH TO CHECK WITH THIS UNIT. (II-30/78)

BAGHDAD INTL AIRPORT: WIE ALL AIRCRAFT OPERATING WITHIN THE IRAQI AIRSPACE SHOULD STRICTLY ADHERE TO THE IRAQI NATIONAL RULES AND REGULATIONS PROMULGATED IN THE IRAQI AIP AND SHOULD NEVER ENTER IRAQI TERRITORY WITHOUT HAVING PRIOR PERMISSION FROM THE IRAQI APPROPRIATE AUTHORITIES; OR FLY OUTSIDE DESIGNATED AIRWAYS, ROUTES AND CONTROLLED AREAS. ACTION WILL BE TAKEN AGAINST AIRCRAFT INFRINGING THESE INSTRUCTIONS. THE PILOT-IN-COMMAND WILL BEAR FULL RESPONSIBILITY OF THE OVERALL ACTION TAKEN AGAINST HIS AIRCRAFT. (II-05/79)

INSTRUCTIONS FOR ACFT FLYING WITHIN IRAQI NATIONAL TERRITORIES--FOR AIR DEFENSE PURPOSES, ALL AIRCRAFT FLYING WITHIN IRAQI TERRITORIES HAVE TO (A) COMMUNICATE AT LEAST 10 MINUTES PRIOR ENTERING THE IRAQI NATIONAL TERRITORIES FOR FIR ESTIMATE, IF UNABLE, RELAY BY ADJACENT ACC, (AIP-IRAQ PAGE COM O-2 REFERS) AND (B) ADHERE TO THE CENTERLINE OF THE AIRWAYS WHILE WITHIN THE IRAQI TERRITORIES. AIRCRAFT DEVIATING FROM THE CENTERLINE SHOULD ONLY DO SO AFTER PRIOR PERMISSION IS OBTAINED FROM ATC (AIP-IRAQ PAGE RAC 3.2-2 NOTE 2 REFERS). STRONG ACTION WILL BE TAKEN AGAINST AIRCRAFT VIOLATING THE ABOVE INSTRUCTIONS. (II-22/78)

SPECIAL NOTICE: THE RELIABILITY OF BASRAH BA/VOR--THE RELIABILITY OF BASRAH BA/VOR FREQUENCY 113.9 MHZ IS RESTRICTED BETWEEN 040° TO 080° DUE TO SCALLOPPING CAUSED BY SURROUNDING OBSTACLES. (II-09/79)

SPECIAL NOTICE: COORDINATION OF AIR TRAFFIC CONTROL IN ARABIA GULF--DUE TO ABNORMAL PRESENT SITUATION OF NO RESPONSIBLE AUTHORITY AND CONTROLLING IN THE SOUTH PORTION OF AIRWAY R21 WITHIN TEHRAN FIR SOUTH OF POSITION (NOVEMBER) AND FOR THE PROVISION OF AIR TRAFFIC SERVICES TO ENSURE THE SAFETY OF THE AIR TRAFFIC IN THE AREA, ALL WESTBOUND AIRCRAFT USING R21 ARE ADHERING TO CONTACT AND CHECK WITH BASRAH ACC ON FREQUENCY 124.5 MHZ OR BASRAH RADAR FREQUENCY 128.7 MHZ AS SOON AS PASSING POSITION GARFISH OR AT LEAST 10 MINUTES BEFORE ESTIMATE POSITION (NOVEMBER) WITH FULL INFORMATION TO AVOID ANY CONFLICT WITH OTHER AIRCRAFT. (II-10/79)

OPERATION ON FREQUENCY 124.5 - BASRAH: WITH EFFECT FROM 12020700 AND UNTIL FURTHER NOTICE, DUE TO CHANGING THE PRESENT SITE OF FREQUENCY 124.5 MHZ TO A NEW BUILDING, OPERATION WILL BE ON A SINGLE TRANSMISSION ON ABOVE MENTIONED FREQUENCY WITHOUT STANDBY. IN CASE OF ANY FAILURE ON ABOVE FREQUENCY, CONTACT SHOULD BE CARRIED OUT ON 119.4 MHZ. (II-12/80)

AREA CONTROL CENTER FREQUENCY STATUS - BAGHDAD: WITH EFFECT FROM 19 FEB. 1980 AND UNTIL FURTHER NOTICE, AREA CONTROL CENTER RECEIVER AND TRANSMITTER FREQUENCY 125.9 MHZ IS OPERATING ON REDUCED POWER, AIRCRAFT MAY FAIL TO CONTACT ON THIS FREQUENCY, SHOULD TRY CONTACT ON PRIMARY FREQUENCY 127.1 MHZ. (II-13/80)

CLOSURE OF IRAQI AIRSPACE. WITH IMMEDIATE EFFECT UNTIL FURTHER NOTICE, ALL IRAQI AIRSPACE AND AIRPORTS ARE CLOSED FOR ALL OPERATIONS. (II 5/81)

ISRAEL

JERUSALEM AIRPORT: THE ILS GLIDE PATH BUILDING POSITIONED 300 METERS FROM THRESHOLD AND 40 METERS FROM SOUTH EDGE RWY 30 AT A HEIGHT OF 10 METERS ABOVE GROUND INCLUDING THE ANTENNA POLE IS DAY AND NIGHT MARKED. THE ILS PROCEDURE PUBLISHED WITH AMENDMENT NO. 1 TO AIP ISRAEL 4TH EDITION, HAS BEEN FOUND TO BE FAULTY AND NEEDS CORRECTIONS. THE PUBLISHED PROCEDURE MAY THEREFORE BE USED FOR TRAINING PURPOSES ONLY, BY PILOTS FAMILIAR WITH AIRPORT AND TERRAIN CONDITIONS. AN UPDATED AND CORRECTED ILS PLATE FOR JERUSALEM WILL THEREFORE BE ISSUED IN DUE COURSE. (II-1/79)

EGYPTIAN/ISRAELI PEACE TREATY-SECOND STAGE: WITH THE COMPLETION OF THE SECOND STAGE OF

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THE EGYPTIAN/ISRAELI PEACE TREATY ON 25 JANUARY 1980, ISRAELI CONTROL OVER THE AREA WEST OF A LINE EL ARISH/RAS MUHAMMAD IN THE SINAI PENINSULA, WILL TERMINATE. ABOVE AREA INCLUDES, BETWEEN OTHERS, ALSO THE CIVIL AIRFIELD OF SANTA CATHARINA.
ANY AIRCRAFT WISHING TO FLY INTO OR THROUGH THE ABOVE SPECIFIED AREA, SHOULD CONTACT EGYPTIAN CIVIL AVIATION AUTHORITIES. THE AREA TO THE EAST OF THE SPECIFIED LINE REMAINS UNDER ISRAELI CONTROL AND AIRCRAFT WISHING TO FLY INTO OR THROUGH THIS AREA WILL CONTINUE TO CONTACT ISRAELI CIVIL AVIATION AUTHORITIES, FOR SUCH PERMISSIONS AS ARE REQUIRED BY AIP ISRAEL PART FAL. (II-2/80)

ITALY

IDENTIFICATION OF SIGNIFICANT POINTS IN ROMA, MILANO, BRINDISI FIR/UIR:

1. THE FOLLOWING SIGNIFICANT POINTS WITHIN ROME FIR WILL BE CHANGED AS SHOWN:

PRESENT DESIGNATOR	COORDINATES	NEW DESIG.	REMARKS
A14/C	4109N 1452E	AMSOR	A14
PANDA	4216N 1340E	ANEDA	G23
QUEBEC	4148N 0958E	BEKOS	G23N
BENNY	4103N 1440E	BENTO	NAPOLI CTR
AL3/A	4012N 1301E	BEROL	A13
CENTO	4112N 1010E	CENTU	G2323
DELTA	4130N 1210E	ELVIN	AA1-ROMA TMA
EASY	4122N 1146E	ESINO	G14-ROMA TMA
DEALER	4011N 1406E	DELER	A1
U/R46/C	4222N 1013E	GILET	R46
LEONE	4308N 1245E	LEONN	A15
PAPA	4148N 1108E	MAMAR	ROMA TMA
ALPHA	4202N 1124E	MEDAL	A1-ROMA TMA
NORA	4316N 0959E	NORNI	A1E
PUMA	4202N 1255E	PEMAR	G23-ROMA TMA
QUEEN	4011N 1033E	QUEEN	G14
BRAVO	4148N 1143E	RAVAL	A1-ROMA TMA
ECHO	4113N 1232E	RIFFI	A1-ROMA TMA
U/R46/B	4211N 1052E	ROTIR	R46-ROMA TMA
FOX	4048N 1112E	ROXAN	G14
EAGLE	4018N 1320E	TAGEL	DW17
HOTEL	4102N 0934E	TALIN	G23
INDIA	4126N 1056E	TINTO	G23-ROMA TMA
CHARLIE	4136N 1201E	TORLI	A1-ROMA TMA
TURO	4052N 1152E	TURMO	DW4-ROMA TMA
KILO	4134N 1124E	VALMA	G23-ROMA TMA

2. SIGNIFICANT POINTS ALREADY MODIFIED:

PRESENT DESIG.	COORDINATES	NEW DESIG.
U/G8/A	3827N 1900E	BAMBI
CRAY	4134N 1803E	CRAYE
DRAKE	3630N 1418E	DIRKA
TI	3744N 1056E	INDOR
CUTTLE	4233N 1559E	KATTI
CRAB	4401N 1355E	KERAB
LATON	3915N 1900E	LATAN
U/A1/F	3724N 1900E	LORNO
MARCO	4552N 0938E	MARCO
FIR BDRY R/UR22	4516N 1300E	ROTAR
SILLIAN	4645N 1225E	SOLNI
TIGER	4004N 1900E	TIGRA
FISH	4334N 1426E	TORPO
TUNA	4301N 1516E	TUNAL
TP	4052N 1152E	TUPAL
TN	3802N 1017E	NOLSI
U/A9/C	3815N 0947E	OSMAR
TE	3651N 1130E	ROLBA

3. OTHER SIGNIFICANT POINTS WILL BE MODIFIED BY FURTHER NOTAM. (II-30/80)

OLBIA/COSTA SMERALDA AERODROME
UNTIL FURTHER NOTICE REFUELLING SERVICE IS ASSURED AS FOLLOWS:
A) FOR DOMESTIC COMMERCIAL FLIGHTS:
1. 0600-1600 WORKING DAYS;
2. HOLIDAYS AND HOURS 1600-1930 CONTACT ESSO COMPANY BY TELEPHONE NR 0789/23906.
B) FOR INTERNATIONAL FLIGHTS:
1. 0600-1200 WORKING DAYS;
2. HOLIDAYS AND HOURS 1200-1930 CONTACT ESSO COMPANY BY TELEPHONE NR 0789/23906 AND CUSTOMS.
C) FUEL AVAILABLE: 100L AND JP1. (II A302/81)

TRAPANI/BIRGI AERODROME: REF AIP ITALIA AGA 1-4, THE AERODROME IS CLOSED TO PRIVATE TRAFFIC.
(II A121/82)

BARI AERODROME. AVGAS 100L IS NOT AVAILABLE FOR CIVIL AIRCRAFT UFN. (II A139/82)

JAMAICA

CHARTER OPERATIONS-JAMAICA: APPLICATION(S) TO OPERATE CHARTER FLIGHT(S) INTO/OUT OF JAMAICA OVER A PERIOD OF NOT MORE THAN 30 DAYS SHOULD BE MADE AT LEAST 5 WORKING DAYS PRIOR TO THE TIME THE FLIGHT IS TO BE UNDERTAKEN TO: DIRECTOR OF CIVIL AVIATION, 15 TRINIDAD TERRACE, KINGSTON 5, JAMAICA, (JAMAICA CABLE: CIVAV, JAMAICA). ALL SUCH CABLES SHOULD BE REPLY PAID. THE FOLLOWING PARTICULARS SHOULD BE GIVEN:
A) NAME OF AIRLINE OPERATOR.
B) TYPE OF AIRCRAFT, REGISTRATION MARKS AND FLIGHT NUMBER.
C) DATE AND TIME OF ARRIVAL AT, AND DATE AND TIME OF DEPARTURE FROM THE AIRPORT(S) CONCERNED.
D) PLACE(S) OF EMBARKATION AND/OR DISEMBARKATION OF PASSENGERS AND/OR FREIGHT.
E) PURPOSE OF FLIGHT AND THE NUMBER OF PASSENGERS AND/OR NATURE AND AMOUNT OF FREIGHT.
F) NAME, ADDRESS AND BUSINESS OF CHARTERER.
G) NAME OF AIRPORT HANDLING AGENTS IN JAMAICA.
APPLICATION(S) TO OPERATE CHARTER FLIGHT(S) INTO/OUT OF JAMAICA OVER A PERIOD IN EXCESS OF 30 DAYS SHOULD BE MADE AT LEAST 30 DAYS PRIOR TO THE DATE THAT THE FIRST FLIGHT WILL BE UNDERTAKEN TO: SECRETARY, AIR TRANSPORT LICENSING BOARD, 15 TRINIDAD TERRACE, KINGSTON 5, JAMAICA. SUCH APPLICATIONS SHOULD INCLUDE AN EXACT COPY OF RELEVANT FILING MADE WITH THE APPROPRIATE COUNTRY OF ORIGIN. (AIC 3/79)

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JAPAN

CHANGE OF MEA ON AIRWAY R-11: WEF 1501 GMT 9 JULY 1980, A PART OF MEA ON AIRWAY R-11 WILL BE CHANGED AS FOLLOWS:

GTC 328° 40NM / 5000
GTC 40 DME FIX 60NM / 9000 148° CFH

(II-128/80)

ESTABLISHMENT OF DIRECT ROUTES: WEF 0000 GMT 7 AUG 1980, DIRECT ROUTES WILL BE ESTABLISHED AS FOLLOWS:

	15NM		62NM	
HPE 017°	6000	HPE 15 DME	10000	197° MW
	10NM		36NM	
HPE 063°	5000	HPE 10 DME	9000	243° MQE
	20NM		44NM	
HPE 187°	5000	HPE 20 DME	6000	007° MX
	15NM		42NM	
HPE 218°	5000	HPE 15 DME	9000	
				15NM
	YTE 15 DME		7000	038° YTE
	12NM		43NM	
HPE 234°	5000	HPE 12 DME	9000	
	55NM			
MMV	9000	GTC 20 DME		
	20NM			
	4000	054° GTC		
	15NM		17NM	
HPE 296°	5000	HPE 15 DME	7000	TWV
	21NM			
	6000	116° ATE		

REMARKS: HPE--MQE AND HP--ATE OF PRESENT DIRECT ROUTES WILL BE ABOLISHED CONCURRENTLY. (II-159/80)

ABOLISHMENT OF NON-COMPULSORY REPORTING POINT AND DIRECT ROUTE
WEF 1501 GMT 1 OCT 1980, FOLLOWING NON-COMPULSORY REPORTING POINT AND DIRECT ROUTE WILL BE ABOLISHED:
NON-COMPULSORY REPORTING POINT: SEAKING (SKG)
DIRECT ROUTE:
SEAKING (SKG) 052° 44NM / 6000 TOSA (TSA)
35NM / 6000 232° GBE VOR
(II-203/80)

RELOCATION OF NON-COMPULSORY REPORTING POINT
WEF 1501 GMT 1 OCT 1980, NON-COMPULSORY REPORTING POINT WILL BE RELOCATED AS FOLLOWS.
TAKESHIMA (TSM) 333025N 1342244E:

BRG/DIST FROM NAVAIDS:
099°/35±NM FM KRO (MRA 8000 FT.)
089°/35NM FM KR
063°/82NM FM SUC
061°/82NM FM SU
243°/44NM FM GBE
(II-204/80)

ESTABLISHMENT OF TOKYO/HONOLULU FLEXIBLE TRACK SYSTEM: WEF 0001 GMT 25 DEC 1980, TO EFFECT MORE EFFICIENT USE OF AIRSPACE, A FLEXIBLE TRACK SYSTEM (FTS), CONSISTING OF TWO FLEX TRACK ROUTES (FTR'S), WILL BE ESTABLISHED FROM TOKYO TO HONOLULU ON A DAILY BASIS FOR TRAFFIC WHICH WILL OPERATE AT FL 290 OR ABOVE.
1. GEOGRAPHIC BOUNDARY. THE ENVELOPE WITHIN WHICH THE FTR'S WILL BE ESTABLISHED IS AS FOLLOWS:
NORTHERN PERIMETER: ROCKY-40N/160E-40N/170E-38N/180-33N/170W-THOMA
SOUTHERN PERIMETER: MACADAMIA-24N/160E-23N/170E-23N/180-23N/170W-CANON
2. TIME FRAME. EFFECTIVE DAILY
WITHIN TOKYO FIR: 1200Z-1700Z
WITHIN ANCHORAGE FIR: 1300Z-1700Z
WITHIN HONOLULU FIR: 1300Z-1900Z
3. USABLE FLIGHT LEVELS. ALL IFR FLIGHT LEVELS AT OR ABOVE FL 290.
4. NOTIFICATION OF THE FTR'S. NOTIFICATION OF THE GEOGRAPHIC COORDINATES OF THE SELECTED FTR'S WILL BE MADE BY JAPAN AIR LINES TO TOKYO, HONOLULU AND ANCHORAGE ACC'S BY 0400Z DAILY. THE FTS CONSISTS OF TWO ROUTES (PRIMARY AND SECONDARY) WHICH ARE TO BE SEPARATED BY AT LEAST 100NM LATERALLY WITHIN THE ENVELOPE BETWEEN THE TOKYO AND HONOLULU GATEWAYS. THE NORTH ROUTE WILL BE DESIGNATED AS THE NORTH FTR AND THE OTHER AS THE SOUTH FTR.
NOTE: THE NORTH FTR WILL NORMALLY TERMINATE AT THOMA, THE SOUTH FTR AT CANON. WHEN THOMA IS NOT AVAILABLE FOR FLIGHT PLANNING, THE PRIMARY FTR WILL BE ESTABLISHED FROM EITHER ROCKY, VOLCANO OR MACADAMIA TO CANON. THE SECONDARY FTR WILL BE ESTABLISHED FROM ONE OF THE TWO REMAINING TOKYO GATEWAYS 100NM LATERALLY SEPARATED FROM THE PRIMARY FTR UNTIL 170 DEGREES WEST LONGITUDE THEN TO CANON.
5. ADVISING USERS. TOKYO ACC WILL ISSUE A CLASS ONE NOTAM INFORMING ALL USERS OF THE PRIMARY AND SECONDARY FTR'S TO BE DESIGNATED AS NORTH AND SOUTH BY 0500Z DAILY.
NOTE: "RJTT" WILL BE USED AS A LOCATION INDICATOR FOR DOMESTIC AND "TOYKO FIR" FOR INTERNATIONAL CIRCULATION.
6. FLIGHT PLANNING.
A. EASTBOUND TRAFFIC DEPARTING FROM OR TRAVERSING CENTRAL WEST JAPAN PROPER AND CROSSING 150 DEGREES EAST LONGITUDE BETWEEN 1200-1500Z WILL FLIGHT PLAN AS FOLLOWS:
I) FOR HONOLULU - (A) VIA THE NORTH OR SOUTH FTR AS STATED IN THE DAILY NOTAM.
(B) VIA GATEWAY AND ROUTE LATERALLY SEPARATED BY AT LEAST 100NM FROM THE FTR'S UNTIL 170 DEGREES WEST.
(C) DOMESTIC ROUTING AFTER THOMA IS VIA DIRECT SOK BOOKE 1 HNL.
NOTE 1: OPERATORS ARE TO FILE NORTH FTR OR SOUTH FTR IN THE REMARKS SECTION OF THEIR FLIGHT PLAN.
NOTE 2: OPERATORS CONCERNED MAY EXERCISE JUDMENT IN ELECTING (A) OR (B).

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II) FOR CONTINENTAL USA AND CANADA-VIA A ROUTE SEPARATED BY AT LEAST 100NM LATERALLY FROM THE FTR ORIGINATING AT VOLCANO AND ATS ROUTE A90.
B. THE FTR'S BETWEEN GATEWAYS MUST BE FILED BY GEOGRAPHIC COORDINATES FOR COMPUTER ACCEPTANCE.
C. EASTBOUND TRAFFIC DEPARTING FROM OTHER LOCATIONS MAY FILE TO JOIN/LEAVE THE FTR'S AT THE GATEWAYS OR AT ANY TENTH DEGREE OF LONGITUDE ALONG THE ROUTES.
D. WESTBOUND TRAFFIC DEPARTING FROM HONOLULU DURING THE PERIOD THE FTS IS IN EFFECT WILL FLIGHT PLAN AS FOLLOWS: VIA A GATEWAY SEPARATED BY AT LEAST 100NM LATERALLY FROM CANON THEN VIA A ROUTE SEPARATED 100NM LATERALLY FROM THE FTR'S TO THE TOKYO GATEWAYS.
NOTE 1: WESTBOUND FLIGHTS MAY ELECT TO FILE VIA GATEWAY CANON OR A GATEWAY LESS THAN 100NM FROM CANON, BUT MAY EXPECT TO BE ASSIGNED A FLIGHT LEVEL BELOW FL290 UNTIL 100NM LATERAL SEPARATION IS ESTABLISHED FROM THE FTR'S
NOTE 2: GATEWAY THOMA IS NOT AVAILABLE FOR WESTBOUND FLIGHT PLANNING.
E. WESTBOUND FLIGHTS DEPARTING FROM OTHER LOCATIONS DURING THE PERIOD THE FTS IS IN EFFECT WILL FLIGHT PLAN VIA A ROUTE SEPARATED BY AT LEAST 100NM FROM THE FTR'S
7. CLEARANCE.
A. A PILOT HAVING FLIGHT PLANNED VIA AN FTR WILL SUFFIX THE WORDS "NORTH FTR" OR "SOUTH FTR" WHEN REQUESTING THE DEPARTURE CLEARANCE.
B. A CONTROLLER WILL CLEAR THE FLIGHT USING THE WORDS "NORTH FTR" OR "SOUTH FTR" AS APPROPRIATE AFTER HAVING CONFIRMED THAT THE FILED COORDINATES COINCIDE WITH THE FTR'S IN EFFECT.
C. A CONTROLLER MAY CLEAR THE FLIGHT ON THE ALTERNATIVE FTR WHEN THE REQUESTED FTR IS SATURATED.
8. POSITION REPORTING. POSITION REPORTS ON THE ROUTES BETWEEN GATEWAYS SHALL BE MADE USING GEOGRAPHICAL COORDINATES.
9. ENDORSEMENT. THE GENERAL AGREEMENT FOR ESTABLISHING THE FTS ROUTES AS PERMANENT WAS REACHED AT A USER'S MEETING AT HONOLULU, HAWAII IN APRIL 1980.
(II 291/80)

RELOCATION OF NON-COMPULSORY REPORTING POINT
WEF 1501 GMT 18 MAR 1981, NON-COMPULSORY REPORTING POINT WILL BE RELOCATED AS FOLLOWS.
YAME (YAM) 332054N 1303548E:

BRG/DIST FROM NAVAIDS:
217°/34NM FM KD
234°/30NM FM TQ
126°/47NM FM IK
060°/41NM FM JB
(II-056/81)

ABOLISHMENT OF NON-COMPULSORY REPORTING POINTS
WEF 1501 GMT 18 MAR 1981, FOLLOWING NON-COMPULSORY REPORTING POINTS WILL BE ABOLISHED:
KUBOKAWA (KBW) 33°02'43"N/133°14'00"E
KUBOKAWA
VICTOR (KBV) 33°04'45"N/133°11'48"E
(II-058/81)

JORDAN

EXTRA, CHARTER AND CARGO FLIGHTS TO AMMAN AIRPORT. WITH EFFECT FROM 24TH OCTOBER 1980 AND UNTIL FURTHER NOTICE DUE TO HEAVY CONGESTION AT AMMAN AIRPORT BECAUSE OF THE PRESENT SITUATION, ALL OPERATORS TO ADHERE STRICTLY TO THE FOLLOWING TIMING WHEN REQUESTING LANDING PERMISSION AT AMMAN AIRPORT FOR EXTRA, CHARTER, OR CARGO FLIGHTS: (2000-0500) GMT. NO APPROVAL FOR EXTRA, CHARTER OR CARGO FLIGHTS WILL BE GRANTED OUTSIDE THE ABOVE MENTIONED PERIOD. ARRIVALS AND DEPARTURES SHOULD BE DURING THE ABOVE MENTIONED PERIOD. (II 2/81)

KUWAIT

SPECIAL NOTICE: REPORTING POINTS OSCAR WITH COORDINATES 284200N 481800E AND REPORTING POINT LIMA 285400N 481300E IS TO BE CANCELLED. (II-22/80)

LIBERIA

ROBERTS INTL AIRPORT/LIBERIA: AVGAS 100/130 COMPLETELY WITHDRAWN UNTIL FURTHER NOTICE. (II-4/80)

LIBYA

INSURANCE REQUIREMENTS
1. THE ATTENTION OF ALL OPERATORS IS DRAWN TO ARTICLE 39(7) OF THE CIVIL AVIATION LAW NO. 2 OF 1965; WHICH REQUIRES LEGAL LIABILITY INSURANCE TO BE IN FORCE IN RESPECT OF ALL AIRCRAFT FLYING IN THE AIRSPACE OF THE S.P.L.A.J.
2. AIRCRAFT COMMANDERS MAY AT ANY TIME, BE REQUIRED TO PRODUCE DOCUMENTARY EVIDENCE OF COMPLIANCE WITH THIS LAW AND, IN ORDER THAT DELAYS SHALL NOT OCCUR, OPERATORS ARE ADVISED THAT SUCH DOCUMENTARY EVIDENCE SHOULD BE CARRIED ON BOARD EACH AIRCRAFT.
3. ACCEPTABLE EVIDENCE MAY CONSIST OF:
(A) A COPY OF A VALID POLICY OF INSURANCE, OR
(B) A COPY OF A POLICY OF INSURANCE ACCOMPANIED BY A SUPPORTING DOCUMENT ISSUED BY INSURERS, BROKERS OR AGENTS TO THE EFFECT THAT THE POLICY IS VALID, AND GIVING DATES OF THE PERIOD OF COVER, OR
(C) A VALID CERTIFICATE OF INSURANCE, OR
(D) A LETTER FROM A RECOGNIZED FIRM OF INSURERS, BROKERS OR AGENTS, CERTIFYING THAT INSURANCE HAS BEEN EFFECTED, AND GIVING DETAILS OF THE COVER AND ITS PERIOD OF VALIDITY.
4. AIRCRAFT FLYING IN BREACH OF ARTICLE 39(7) OF THE CIVIL AVIATION LAW NO. 2 OF 1965 ARE LIABLE TO THE PENALTIES IMPOSED UNDER ARTICLE 78 OF THAT LAW. ANY OPERATOR ENCOUNTERING DIFFICULTIES IN COMPLYING WITH

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THE CONDITIONS OF PARAS 2 AND 3 ABOVE SHOULD IMMEDIATELY COMMUNICATE WITH THE UNDERSIGNED.
5. THIS AERONAUTICAL INFORMATION CIRCULAR IS ISSUED FOR INFORMATION GUIDANCE AND ACTION, AND CANCELS AIC 031/74 ISSUED 1 JANUARY 1974. (AIC 006/80)

MALAYSIA

IMPLEMENTATION OF SSR CODE ASSIGNMENT PLAN--WEF FROM 2 NOVEMBER 1978, THE ICAO SSR CODE ASSIGNMENT PLAN FOR SOUTHEAST ASIA AND THE ASIAN PART OF THE USSR WILL BE IMPLEMENTED. GENERAL PROCEDURES RELATING TO THIS SYSTEM ARE CONTAINED IN ICAO DOC 7030/2 PART 1. PROCEDURES APPLICABLE IN KUALA LUMPUR AND KOTA KINABALU FIRS. ALTHOUGH KUALA LUMPUR AND KOTA KINABALU ATC ARE PRESENTLY NOT EQUIPPED WITH SSR, WITH EFFECT FROM 0001Z 2 NOVEMBER 1978, ALL SSR TRANSPONDER-EQUIPPED AIRCRAFT DEPARTING FROM AERODROMES WITHIN THE KUALA LUMPUR AND KOTA KINABALU FIRS AND OPERATING ON IFR FLIGHT PLANS FOR DESTINATIONS OUTSIDE THE KUALA LUMPUR/KOTA KINABALU FIRS OTHER THAN THOSE IN THE SINGAPORE FIR WILL BE ASSIGNED DISCRETE MODE A CODES FROM THE BLOCK 2100-2177 AND 2000-2077 RESPECTIVELY. THE CODES WILL BE ASSIGNED SEQUENTIALLY BY LUMPUR ACC OR KOTA KINABALU ACC AND RELAYED TO AIRCRAFT BY THE RESPECTIVE CONTROL TOWERS PRIOR TO DEPARTURE. CODES ASSIGNED WILL BE INCLUDED IN FLIGHT PLANS, DEPARTURE AND DELAY MESSAGES. IN THE EVENT OF SUCH A FLIGHT DIVERTING TO AN AERODROME WITHIN THE KUALA LUMPUR FIR OR THE KOTA KINABALU FIR, THE ASSIGNED CODE WILL BE RETAINED UNTIL THE AIRCRAFT HAS LANDED AT ITS NEW DESTINATION. WHEN IT SUBSEQUENTLY DEPARTS FOR A DESTINATION OUTSIDE THE KUALA LUMPUR/KOTA KINABALU FIRS, OTHER THAN DESTINATIONS WITHIN THE SINGAPORE FIR, A NEW DISCRETE CODE WILL BE ASSIGNED BY ATC. AIRCRAFT ENTERING/OVERFLYING THE KUALA LUMPUR/KOTA KINABALU FIRS WILL RETAIN THEIR SSR CODES ASSIGNED PRIOR TO ENTRY INTO THE FIRS THROUGHOUT THEIR FLIGHT OR UNTIL OTHERWISE INSTRUCTED BY ATC. FLIGHT CONDUCTED WITHIN THE KUALA LUMPUR AND KOTA KINABALU FIRS WILL NOT BE ASSIGNED ANY SSR CODE FOR THE TIME BEING. CODES ASSIGNED WILL CEASE TO BE VALID WHEN THE AIRCRAFT LANDS AT ITS FLIGHT PLANNED DESTINATION OR ALTERNATE IN THE CASE OF A DIVERSION, AND MAY BE REASSIGNED TO A SUBSEQUENT AIRCRAFT WHEN THE APPROPRIATE FLIGHT TIME HAS ELAPSED. RADIO FAILURES, EMERGENCY, ETC. REGARDLESS OF THE SSR CODE ASSIGNED, THE PILOT-IN-COMMAND OF AN AIRCRAFT EXPERIENCING RADIO FAILURE, EMERGENCY CONDITION OR UNLAWFUL INTERFERENCE SHOULD SET HIS TRANSPONDER TO THE APPROPRIATE INTERNATIONAL CODE TO FACILITATE RECOGNITION BY ATC OF THE RELEVANT SITUATION. UNSERVICABLE SSR EQUIPMENT: A PILOT-IN-COMMAND OF AN AIRCRAFT HAVING EXPERIENCED TRANSPONDER FAILURE SHOULD ENSURE THAT THE EQUIPMENT IS RESTORED TO NORMAL OPERATION AT THE EARLIEST TIME, I.E., IF POSSIBLE PRIOR TO DEPARTURE. (II-7/78)

MALI

BAMAKO/SENOU-UFN: ALL NON-SCHEDULED FLIGHTS MUST PROVIDE 48 HOUR PRIOR NOTICE FOR JET FUEL TYPE A-1. NOTIFICATION MESSAGES MUST INCLUDE THE FLIGHT NUMBER, DATE AND HOUR OF ARRIVAL AND THE QUANTITY OF FUEL REQUIRED. CONFIRMATION OF FUEL AVAILABILITY MUST BE RECEIVED PRIOR TO DEPARTING FOR MALI. (SENEGAL II-3223/79)

MAURITANIA

NAUAKCHOTT-UFN: ALL NON-SCHEDULED FLIGHTS MUST PROVIDE 48 HOUR PRIOR NOTICE FOR JET FUEL TYPE A-1. NOTIFICATION MESSAGES MUST INCLUDE THE FLIGHT NUMBER, DATE AND HOUR OF ARRIVAL AND THE QUANTITY OF FUEL REQUIRED. CONFIRMATION OF FUEL AVAILABILITY MUST BE RECEIVED PRIOR TO DEPARTING FOR MAURITANIA. (SENEGAL II-3228/79)

MAURITIUS

SPECIAL NOTICE: TO FACILITATE THE ISSUE OF DESCENT CLEARANCES TO AIRCRAFT APPROACHING FIMP FROM TANANARIVE FIR ABOVE F150, THE FOLLOWING PROCEDURES WILL APPLY UNTIL FURTHER NOTICE PENDING THE CONCLUSION OF A MORE FORMAL ARRANGEMENT. (A) AIRCRAFT FROM THE SOUTHWEST SHALL CALL PLAISANCE APPROACH ON 119.1 MHZ OVER REUNION VOR CALL SIGN SDG FREQUENCY 112.5 MHZ CHANNEL 72X. AIRCRAFT FROM THE WEST SHALL CALL PLAISANCE APPROACH ABEAM SDG. AIRCRAFT FROM THE NORTHWEST SHALL CALL PLAISANCE APPROACH AT THE FIR BOUNDARY. (B) . AIRCRAFT PROCEEDING INTO TANANARIVE FIR FROM FIMP ARE REQUESTED TO CONTACT TANANARIVE FIC AS SOON AS CONVENIENT AFTER TAKEOFF, BUT SHALL REMAIN IN VHF CONTACT WITH PLAISANCE APPROACH UNTIL THE FIR BOUNDARY OR UNTIL RELEASED BY PLAISANCE APPROACH, WHICHEVER IS LATER. (II-A010/78)

SPECIAL NOTICE: NDB FACILITY AT FLIC-EN-FLAC ON THE WEST COAST OF MAURITIUS POSITION 201643S 572153E IDENTIFICATION FF FREQUENCY 258 KHZ IS THE MANDATORY REPORTING POINT FOR ALL AIRCRAFT ARRIVING FIMP FROM SOUTHWEST, WEST, NORTHWEST, NORTH AND NORTHEAST. AIRCRAFT ARRIVING FIMP FROM THE EAST, SOUTHEAST WILL CONTINUE TO REPORT OVERHEAD VOR MA OR NDB MS. (II-012/78)

MOZAMBIQUE

FACILITATION - BEIRA FIR
1. OVERFLIGHTS AND LANDINGS ANYWHERE IN MOZAMBIQUE TERRITORY ARE SUBJECT TO PRIOR PERMISSION.
2. ALL AIRCRAFT ENGAGED IN SCHEDULED AND NON-SCHEDULED INTERNATIONAL FLIGHTS SHALL SUBMIT REQUESTS WITH 72 HOURS IN ADVANCE ADDRESSED TO:
DEPARTMENTO DE AVIACAO CIVIL (DAC)
TELEX - 6-595 MCTAC MO
TELEGRAPHIC - AERONAUTICA MAPUTO
AFTN - FQHQYH

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3. ALL INTERNATIONAL FLIGHTS OVER MOZAMBIQUE TERRITORY SHALL BE CONDUCTED THROUGH THE ATS ROUTES NETWORK.
4. ALTITUDE RESTRICTIONS MAY BE EXERCISED FOR FLIGHTS BELOW FL145.
5. DETAILS OF REQUEST ARE THOSE OF THE ICAO FLIGHT PLAN (SINGLE OR REPETITIVE.
5.1. IN SPECIAL CIRCUMSTANCES, OTHER DETAILS MAY BE REQUESTED.
5.2. BESIDES THE DETAILS IN PARAGRAPHS 5. AND 5.1, THE FOLLOWING INFORMATION SHALL BE INSERTED IN ITEM 18 OF ICAO FPL:
A) OVERFLIGHT OF SCHEDULED AND NON-SCHEDULED FLIGHTS:
-REGISTRATION OF AIRCRAFT IF DIFFERENT FROM CALL SIGN.
-NUMBER OF CREW AND PASSENGERS.
-COLOR(S) AND NATIONALITY OF AIRCRAFT
-PURPOSE OF FLIGHT.
-COMPLETE POSTAL AND TELEGRAPHIC ADDRESS OF OPERATOR OR OWNER OF THE AIRCRAFT.
B) LANDING OF NON-SCHEDULED FLIGHTS:
-REGISTRATION OF AIRCRAFT IF DIFFERENT FROM THE CALL SIGN.
-NAME(S), NATIONALITY OF CREW MEMBER(S) AND PASSENGER(S).
-NAME AND ADDRESS OF ENTITY(IES) TO BE CONTACTED IN MOZAMBIQUE.
-NATURE OF CARGO, IF ANY.
-COLOR(S) AND NATIONALITY OF AIRCRAFT.
-PURPOSE OF FLIGHT.
-COMPLETE POSTAL AND TELEGRAPHIC ADDRESS OF OPERATOR OR OWNER OF THE AIRCRAFT.
6. TRANSIT AND LANDING-STOPS OF INTERNATIONAL FLIGHTS ARE SUBJECT TO AGREEMENT BETWEEN GOVERNMENTS.
(II 38/81)

NETHERLANDS ANTILLES

JULIANA AIRPORT, SAINT MAARTEN: THE OPERATION OF LARGE TURBO-JET AIRCRAFT IS AUTHORIZED UNDER THE FOLLOWING CONDITIONS AT JULIANA AIRPORT, ST. MAARTEN:
1. NON-SCHEDULED OPERATORS SHALL OBTAIN PERMISSION FROM THE DEPARTMENT OF CIVIL AVIATION OF THE NETHERLANDS ANTILLES PRIOR TO THE EXECUTION OF FLIGHTS.
2. MAXIMUM RAMP WEIGHT SHALL NOT EXCEED LCN VALUE OF 66. PRIOR TO DEPARTURE A COPY OF THE WEIGHT AND BALANCE SHEET SHALL BE DEPOSITED WITH THE FLIGHT INFORMATION OFFICE AS PROOF OF SAME.
3. OPERATORS ARE ADVISED OF THE MARGINAL FIREFIGHTING AND RESCUE FACILITIES AVAILABLE. OPERATORS ASSUME ANY LIABILITY ARISING FROM OPERATING UNDER THIS CONDITION.
4. LANDING PERMISSION IS SUBJECT TO RAMP LIMITATIONS DUE TO PLATFORM CONGESTION AND MAY BE REFUSED OR RESTRICTED BY THE AIRPORT MANAGER. (II-14/79)

CURACAO FIR/CTA/TMA: TRANSMITTERS AND RECEIVERS CURACAO ACC HF FREQUENCIES 8959 KHZ AND 5484 KHZ ARE OUT OF SERVICE UNTIL FURTHER NOTICE. (II-33/79)

PRINSES JULIANA AIRPORT, ST. MAARTEN: FUEL JET A-1 AVAILABLE TO SHELL CONTRACTED CUSTOMERS ONLY AT AN ALLOCATED AMOUNT UNTIL FURTHER NOTICE. (II-34/79)

PAKISTAN

KARACHI/LAHORE FIR -PROCEDURES FOR PILOTS WHEN LOST NEAR PAKISTAN BORDER:

1. OCCASIONS MAY ARISE WHEN DUE TO CIRCUMSTANCES BEYOND HIS CONTROL, A PILOT MAY DEVIATE FROM AUTHORIZED ROUTE.

2. AIRCRAFT OPERATING OVER PAKISTAN WHEN LOST CLOSE TO NEAREST FIC/ATS UNIT AND GIVE FLIGHT PLAN, NATIONALITY, APPROXIMATE POSITION OR LAST KNOWN POSITION, HEADING, HEIGHT ETC.

3. IF ANY AIRCRAFT OPERATING IN PROXIMITY OF THE PAKISTAN TERRITORY ENTERS PAKISTAN AIRSPACE WITHOUT PRIOR AUTHORIZATION THE PILOT-IN-COMMAND SHALL INFORM APPROPRIATE ATS UNIT IN PAKISTAN BY THE QUICKEST MEANS AVAILABLE OF THE FOLLOWING:
A. POSITION, FLIGHT LEVEL AND TIME AT WHICH THE DEVIATION FROM THE ROUTE IS EXPECTED TO BE MADE.
B. DIRECTION AND DISTANCE UPTO WHICH THE AIRCRAFT IS LIKELY TO DEVIATE FROM THE ROUTE.
C. POSITION, TIME AND FLIGHT LEVEL OF RE-ENTRY INTO THE ROUTE.

4. IF ANY AIRCRAFT FAILS TO INFORM THE AIR TRAFFIC SERVICES UNIT CONCERNED ABOUT ANY DEVIATION FROM A PRESCRIBED ROUTE, IT IS LIKELY TO BE INTERCEPTED BY FIGHTER AIRCRAFT.
(II-3/80)

KARACHI: IN VIEW OF CONFLICT OF TRAFFIC DUE TO LACK OF RADIO CONTACT WITH LAHORE/KARACHI CENTRE FOLLOWING LEVEL RESTRICTIONS SHALL APPLY TO FLIGHTS OPERATING IN LAHORE AND KARACHI FIR UNLESS OTHERWISE CLEARED BY LAHORE OR KARACHI CENTRE AS APPLICABLE. EASTBOUND AIRCRAFT SHALL MAINTAIN FL 290 WHILE ON SECTOR KABUL/LAHORE FIR BOUNDARY-FORT SANDEMAN-RAHIMYAR KHAN-KARACHI/DELHI FIR BOUNDARY AND SECTOR KABUL/KARACHI FIR BOUNDARY (SHER KHAN)-NWAWASHAH-KARCHI. THESE PROCEDURES ARE IN ADDITION TO THE ATS PROCEDURES CONTAINED IN AIP OF PAKISTAN. LEVEL RESTRICTION ARE APPLICABLE ONLY TO THOSE FLIGHTS WHICH CANNOT CONTACT LAHORE OR KARACHI CENTRE FIFTEEN MINUTES PRIOR TO ENTERING RESPECTIVE FIR. TO OPERATE ON LAST ASSIGNED FL ALL PILOTS ARE ADVISED THAT THEY MUST ESTABLISH CONTACT WITH LAHORE OR KARACHI CENTRE AS APPLICABLE PRIOR TO ENTERING LAHORE OR KARACHI FIR.
(II-12/80)

ISLAMABAD: VOR RADIAL 171 FLIGHT CHECKED AND DECLARED FIT FOR UNRESTRICTED USE OTHER RADIALS ON TEST.
(II-3/80)

KARACHI: WITH IMMEDIATE EFFECT VOLMET BROAD CAST FREQUENCY 3432 KHZ COMPLETELY WITHDRAWN UNTIL FURTHER NOTICE. (II-28/80)

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PANAMA

SPECIAL NOTICE: ENROUTE IFR FLIGHTS OPERATING WITHIN THE PANAMA CTA AND OUTSIDE THE EFFECTIVE RANGE OF PUBLISHED PANAMA CENTER VHF/UHF FREQUENCIES ARE REQUIRED TO ESTABLISH AND MAINTAIN COMMUNICATIONS WITH PANAMA RADIO. IFR ACFT ENTERING THE PANAMA CTA SHALL MAKE A STANDARD POSITION REPORT AT THE CTA BOUNDARY TO PANAMA ARTCC THROUGH PANAMA RADIO. PRIMARY AND ALTERNATE FREQUENCIES: PRIMARY 6666 KHZ, ALTERNATE 2889 KHZ WHEN OPERATING SOUTH OF 09-00N/TBG. PRIMARY 6540 KHZ, ALTERNATE 8959 KHZ WHEN OPERATING NORTH OF 09-00N/TBG. ADDITIONAL FREQUENCIES AVAILABLE ARE 5568 KHZ, AND 10017 KHZ. U.S. MILITARY FLIGHTS AND CIVIL ACFT UNABLE TO ESTABLISH COMMUNICATIONS WITH PANAMA RADIO MAY UTILIZE ALBROOK AIRWAYS ON USB FREQUENCIES 3144/5170 KHZ 0000-1200Z, 8993/11176 KHZ 24 HOURS DAILY, 15015/18003 KHZ 1200-0000Z. WHEN OPERATING WITHIN THE EFFECTIVE RANGE OF PUBLISHED PANAMA CENTER VHF/UHF FREQUENCIES ENROUTE IFR AIRCRAFT ARE REQUIRED TO MAINTAIN DIRECT PILOT/CONTROLLER COMMUNICATIONS UTILIZING 125.5 OR 352.0 MHZ, ALTERNATES 120.3 OR 317.7 MHZ. ALL AIRCRAFT OPERATING WITHIN THE PANAMA CTA/FIR EQUIPPED WITH FUNCTIONING TRANSPONDER SHOULD SET TRANSPONDERS TO REPLY ON THE FOLLOWING MODES/CODES IN ACCORDANCE WITH TYPE OF FLIGHT PLAN AND ALTITUDE STRATUM. IFR AIRCRAFT BELOW FLIGHT LEVEL 200 MODE A/3 CODE 1100. AT AND ABOVE FLIGHT LEVEL 200 MODE A/3 CODE 2100. VFR AIRCRAFT, MODE A/3 CODE 1200. OTHER TRANSPONDERS REPLIES WILL BE ASSIGNED BY PANAMA ACC AS NECESSARY. (FAA)

PHILIPPINE ISLANDS

REQUIREMENT FOR GENERAL AVIATION PILOTS FILING IFR FLIGHT PLANS: FOR STRICT COMPLIANCE BY ALL CONCERNED, EFFECTIVE IMMEDIATELY, ALL GENERAL AVIATION PILOTS FILING IFR FLIGHT PLANS SHALL CERTIFY ON THE AVAILABLE SPACE ON THE FACE OF THE FLIGHT PLAN THAT BOTH PILOT AND AIRCRAFT ARE IFR RATED. (AIC 4/80)

PRIOR APPROVAL OF FLIGHT PLAN BY AVSECOM REQUIRED FOR GENERAL AVIATION AIRCRAFT
AS OF 0150 GMT, 23 DECEMBER 1981, GENERAL AVIATION AIRCRAFT DEPARTING FROM MANILA INTERNATIONAL AIRPORT SHALL SECURE APPROVAL OF THEIR FLIGHT PLAN FROM THE AVIATION SECURITY COMMAND (AVSECOM) BEFORE SUCH FLIGHT PLANS ARE FILED AT THE MANILA FLIGHT SERVICE STATION (FSS) OR MANILA FLIGHT OPERATIONS BRIEFING STATION (FOBS). (II A6/82)

ROMANIA

FLYING RESTRICTIONS: WIE/UFN LANDINGS AND DEPARTURES OF AIRCRAFT NOT BELONGING TO R. S. ROMANIA PERFORMING SCHEDULED AND CHARTER FLIGHTS ON BUCURESTI/OTOPENI AND CONSTANTA/M.KOGALNICEANU AIRPORTS ARE PROHIBITED AS FOLLOWS:
1. BUCURESTI/OTOPENI AIRPORT: FOR CHARTER FLIGHTS ONLY THE WHOLE YEAR BETWEEN 05.30 -07.00 AND 12.00 -15.30 GMT.
2. CONSTANTA/M. KOGALNICEANU AIRPORT: FOR SCHEDULED AND CHARTER FLIGHTS UNTIL 01.10.1979 BETWEEN 03.00 -05.00; 11.30 -15.00 AND 22.00 -23.00 GMT.
3. CONSTANTA/M. KOGALNICEANU AIRPORT: FOR CHARTER AND SCHEDULED FLIGHTS BEGINNING FROM 1980 YEAR, DURING 01.05 -01.10 PERIOD BETWEEN 03.00 -05.00; 10.30 -14.00 AND 19.30 -21.00 GMT. (II-11/79)

REFUELING OF FOREIGN OPERATORS WIE/UFN REFUELLING FOR FOREIGN OPERATORS ON ROMANIAN AIRPORTS WILL BE UP TO 50 TONS MONTHLY. (II A12/80)

SAUDI ARABIA

TAIZ WIE/UFN: FLYING ALONG THE ROUTE BETWEEN TAIZ AND FIR BOUNDARY POSITION IS STRICTLY PROHIBITED. (II-29/79)

JEDDAH FIR--AIRCRAFT OPERATING ON R19: AIRCRAFT OPERATING ON AIRWAY R19 BETWEEN R19J AND RAFHA SHALL MAINTAIN A CONTINUOUS LISTENING WATCH ON FREQUENCY 123.4 MHZ IN ADDITION TO THE APPROPRIATE FREQUENCY ASSIGNED BY AIR TRAFFIC CONTROL. (II-20/79)

JEDDAH FIR-JEDDAH CENTER - OPERATING FREQUENCIES: UNTIL FURTHER NOTICE, ATTENTION OF ALL PILOTS IS DRAWN TO THE FOLLOWING OPERATING FREQUENCIES OF JEDDAH CENTER: (A) JEDDAH NORTH IS OPERATING ON FREQUENCY 119.1 MHZ FOR THE ROUTES: R39B--A26--A60--W4--B57. (B) JEDDAH SOUTH IS OPERATING ON FREQUENCY 132.1 MHZ FOR THE ROUTES: G53--P34--R39--G43--G49--G49B. (C) JEDDAH TMA IS OPERATING ON FREQUENCY 124.0 MHZ FOR 60 NM RADIUS OF JEDDAH VOR. (II-23/79)

RIYADH--TERMINAL CONTROL AREA: RIYADH TERMINAL CONTROL AREA IS REALIGNED AS FOLLOWS: (A) HOURS OF OPERATIONS: H24. (B) RIYADH TMA: IS A 100 NM RADIUS FROM RIYADH VORTAC (24°43'03.2"N 46°43'14.6"E) EXCLUDING MILITARY RESTRICTED AREAS AND THAT PORTION OVERLAPS BAHRAIN FIR FROM GROUND TO UNLIMITED. (C) RIYADH CONTROL ZONE: IS A 15 NM RADIUM FROM RIYADH VORTAC FROM GROUND LEVEL TO 4000 FT. ALL AIRCRAFT MUST CONTACT RIYADH TOWER BEFORE PENETRATING THE CONTROL ZONE. (D) TRANSITION LEVEL: FL80. (E) TRANSITION ALTITUDE: 6000 FT. ALL AIRCRAFT AT OR BELOW THIS ALTITUDE WILL USE AERODROME WNH. (F) CONTROLLED AIRSPACE: (1) AIRWAY G53: FROM RAGHBA VORTAC (23°55'39.9"N 44°36'23.6"E) TO DURMA (RO70°/25 NM COORDINATES 24°03.5'N 45°02.4'E) TO RIYADH VORTAC (R242°/100 NM). (2) AIRWAY G53 EAST: FROM RIYADH VORTAC TO JAMAL REPORTING POINT (RO43/95 NM). (3) AIRWAY G53 WEST: FROM RIYADH VORTAC TO NAIFE REPORTING POINT (RO28/86 NM). (4) MINIMUM FLIGHT LEVEL OF AIRWAYS IF FL 130. (5) VFR FLIGHTS OPERATING WITHIN THE CONTROLLED AIRSPACE

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OUTSIDE THE CONTROL ZONE ARE REQUESTED TO CONTACT RIYADH APPROACH ON 126.0 MHZ. (G) HOLDING FIXES: (1) VORTAC. (2) NDB. (3) BETWEEN 2 DME FIXES AS DESIGNATED BY ATC. (4) GEORGAPHICAL. (5) MINIMUM HOLDING LEVEL IS THE TRANSITION LEVEL FL 80. (H) APPROACH FACILITIES: (1) VORTAC. (2) VOR/DME. (3) DME. (4) ILS, ON TEST BASIS. (I) COMMUNICATIONS: (1) RIYADH TOWER 118.1 MHZ. (2) RIYADH CONTROL 121.9 MHZ. (3) RIYADH APPROACH CONTROL 126.0 MHZ. ALL AIRCRAFT LANDING OR OVERFLYING RIYADH CONTROLLED AIRSPACE ARE TO CONTACT RIYADH APPROACH CONTROL ON 126.0 MHZ AT LEAST 5 MINUTES PRIOR TO PENETRATING RIYADH CONTROLLED AIRSPACE. ALL AIRCRAFT ON THE GROUND ARE TO CONTACT RIYADH GROUND CONTROL FOR IFR CLEARANCE AND TAXI INSTRUCTIONS BEFORE TAXIING. (J) FLIGHT PLANNING: ALL IFR AIRCRAFT MUST FILE A FLIGHT PLAN AT LEAST 45 MINUTES BEFORE DEPARTURE. (K) EXIT AND ENTRY ROUTES: THE FOLLOWING ARE COMPULSORY REPORTING POINTS AS NORMAL EXIT AND ENTRY ROUTES TO LEAVE AND ENTER RIYADH TERMINAL CONTROLLED AIRSPACE:
(1) DURMA: RAGHBA VORTAC RO70/25 NM.
(2) JAMAL: RIYADH VORTAC RO43/95 NM.
(3) YUSEF: RIYADH VORTAC R260/100 NM.
(4) NAIFE: RIYADH VORTAC RO28/86 NM.
(5) NAWAF: RIYADH VORTAC R205/100 NM.
(6) TURKEY: RIYADH VORTAC R305/93 NM.
(7) SEDIR: RIYADH VORTAC R300/100 NM.
THE ABOVE INFORMATION IS REPLACING PAGE RAC 4-4 OF SAUDI ARABIA AIP. (II-24/79)

JEDDAH-HOLDING OVER JED VOR: UNTIL FURTHER NOTICE, HOLDING AUTHORIZED OVER JED VOR FROM 5000 FT. TO AND INCLUDING FL 140, ONE MINUTE RIGHT TURN ON R290 INBOUND. (II-27/79)

JEDDAH FIR--TRAFFIC BETWEEN SANAA AND JEDDAH: WITH EFFECT 1 FEB. 1979, IN CASE OF NO COMMUNICATION BETWEEN AIRCRAFT AND SANAA APPROACH, THE FOLLOWING WILL BE FOLLOWED: (A) TRAFFIC FROM SANAA INBOUND TO JEDDAH WILL BE GIVEN FL 200 OR BELOW UNTIL HE IS IN CONTACT WITH JEDDAH CONTROL OR THROUGH KHAMIS APPROACH. (B) TRAFFIC FROM JEDDAH OUTBOUND TO SANAA WILL BE GIVEN FL210 OR ABOVE EXCEPT PISTON ENGINES. (C) TRAFFIC FROM GIZAN OUTBOUND TO SANAA WILL BE GIVEN VFR FLIGHT LEVEL UNTIL HE IS IN CONTACT WITH SANAA APPROACH. (D) TRAFFIC FROM SANAA ROUTING OVERHEAD NEJRAN THROUGH JEDDAH FIR WILL BE GIVEN FL210 AND BELOW. THE OPPOSITE WILL BE GIVEN FL 220 AND ABOVE. (II-36/79)

BADANA--POSITION REPORTS: ALL AIRCRAFT OPERATING WITHIN A RADIUS OF 40 NM FROM BADANA, BELOW FL 110 SHALL BROADCAST THEIR POSITION REPORTS ON FREQUENCY 123.4 MHZ. (II-37/79)

SOLOMON ISLANDS

AGA-SOLOMON ISLANDS -FUEL LIMITATIONS:

1. WITH EFFECT FROM 21ST JULY 1979 LIMITATIONS OF AVAILABILITY OF AVIATION FUEL WILL BE BROUGHT INTO EFFECT AT ALL LOCATIONS WITHIN SOLOMON ISLANDS.

2. REFUELING OF AIRCRAFT WITH BOTH AVIATION GASOLINE AND AVIATION TURBINE FUEL WILL BE LIMITED TO THE SUPPLY TO THOSE CARRIERS OR PRIVATE OPERATORS WHO HAVE EITHER AN AGREED ACCOUNT WITH THE SHELL COMPANY OR WHO ARE IN POSSESSION OF A SHELL FUEL CARNET.

3. NO AVIATION FUEL CAN BE MADE AVAILABLE TO ANY OTHER OPERATORS, EVEN ON A DIRECT CASH SALE BASIS.

4. FUEL IS NORMALLY ONLY AVAILABLE AT HONIARA/HENDERSON AIRPORT IN THE CASE OF BOTH AVGAS AND AVTUR. LIMITED STOCKS OF AVGAS ARE HELD AT MUNDA, KIRAKIRA, AND GRACIOSA BAY FOR USE BY THE LOCAL AIRLINE ONLY. (II-10/79)

RAC - ESTABLISHMENT OF AIR TRAFFIC SERVICE ROUTES IN PRESENT UNIMPLEMENTED AIRSPACE PROVIDED WITH SERVICE BY HONIARA F.I.U.

1. THE FOLLOWING AIR TRAFFIC SERVICES ROUTES EXIST WITHIN THE UNIMPLEMENTED FLIGHT INFORMATION REGION ENCOMPASSING SOLOMON ISLANDS AND THE REPUBLIC OF NAURU, WITHIN WHICH AIRSPACE AIR TRAFFIC SERVICES ARE PRESENTLY PROVIDED BY HONIARA FLIGHT INFORMATION UNIT BETWEEN 1900 AND 0700GMT AND BY SYDNEY FIC BETWEEN 0700 AND 1900GMT.

ROUTE	FROM	TO
A78	FENSE (HONOLULU FIR)	KASKU (NADI FIR)
A97	KAMOK (PORT MORESBY FIR)	ENOUS (NADI FIR)
A98	MARTI (HONOLULU FIR)	EMRAX (TOWNSVILLE FIR)
B64	PONAS (PORT MORESBY FIR)	HONIARA NDB
B90	TARIS (PORT MORESBY FIR)	ELNUR (HONOLULU FIR)
B90	KAPNO (NADI FIC)	NAURU NDB
B98	NIKOS (PORT MORESBY FIC)	NIPER (NADI FIR)
B326	AMATO (TOWNSVILLE FIR)	LEPKA (NADI FIR)
G93	BULRO (NADI FIR)	MUBIT (HONOLULU FIR)
R450	BUTIX (PORT MORESBY FIR)	AKNAK (NADI FIR)
R575	DAGLA (PORT MORESBY FIR)	LEGOT (NADI FIR)

2. FULL DETAILS OF THE ROUTES, WITH REPORTING POINTS, TRACKS AND DISTANCES, ARE GIVEN AS AN APPENDIX TO THIS NOTAM.

3. WITH THE EXCEPTION OF B89, B90 R450 AND R575 ALL THESE ROUTES HAVE BEEN PUBLISHED IN DETAIL ELSEWHERE. THE ABOVE MENTIONED

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ROUTES WILL BE REQUIRED WHEN THE PROPOSED HONIARA AND NAURU FLIGHT INFORMATION REGIONS ARE ESTABLISHED LATER IN 1981. THE ROUTES ARE ALREADY FLOWN BY SCHEDULED AIR CARRIERS. FOR EASE OF FLIGHT PLANNING AND AS A PRELIMINARY TO THE IMPLEMENTATION OF THE NEW FIRS, THE ROUTES ARE NOW IMPLEMENTED FOR USE.

4. WITH THE INTRODUCTION OF THE HONIARA AND NAURU FIRS IT MAY BE NECESSARY TO MODIFY SLIGHTLY CERTAIN ATS ROUTES COMMON TO BOTH FIRS. HOWEVER SUCH MODIFICATION WOULD BE SLIGHT AND PRIOR NOTIFICATION WILL BE GIVEN BY CLASS TWO NOTAM WITH ADEQUATE NOTICE.
(II 1/81)

AGA - AERODROMES OF ENTRY/CUSTOMS AIRPORTS

1. IT IS HEREBY NOTIFIED THAT THE UNDERMENTIONED AERODROMES ARE DEFINED AS AIRPORTS OF ENTRY INTO SOLOMON ISLANDS, IN RESPECT OF ALL INTERNATIONAL FLIGHTS: -

HONIARA/HENDERSON
GIZO/NUSATUPE
GRACIOSA BAY/LOUVA
MUNDA

2. HOURS OF OPERATION OF THE AERODROMES AND FACILITIES AVAILABLE ARE: - HOURS OF OPERATION: SUNRISE TO SUNSET (NB) FACILITIES FOR INTERNATIONAL FLIGHTS: CUSTOMS IMMIGRATION AND QUARANTINE DURING NORMAL GOVERNMENT WORKING HOURS, IE 0730 TO 1600 LOCAL TIME (2030 TO 0500 GMT) MONDAY TO FRIDAY, AT NO CHARGE. OUTSIDE THESE HOURS AN ATTENDANCE FEE IS CHARGEABLE.

(N.B. HONIARA/HENDERSON AIRPORT IS AVAILABLE BETWEEN SUNSET AND SUNRISE BY PRIOR ARRANGEMENT IN THE CASE OF DELAYED SCHEDULED SERVICES OR FOR EMERGENCY FLIGHTS ONLY. FLIGHTS BY OTHER AIRCRAFT IN THE NIGHT PERIOD WILL ONLY BE PERMITTED IN EXCEPTIONAL CIRCUMSTANCES AND SUBJECT TO PRIOR REQUEST AND ARRANGEMENT).
(II 3/81)

SPAIN

MADRID UIR. - UG-5 AIRWAY: WITH IMMEDIATE EFFECT, THE UG-5 AIRWAY SEGMENT BETWEEN TUDELA INT AND UIRB (RAC 3.2-27 REF) IS ESTABLISHED AS SHOWN BELOW:

TUDELA INT
4159N 0132W
056 78
236 144
UIR MADRID UIRB
UIR FRANCIA 4248N 0009W

PINA INT IS CANCELLED ON THIS AIRWAY.
(II-277/80)

SABADELL AD. - REFUELING.
FUEL JET A1 AVAILABLE.
(II-723/80)

SRI LANKA

SPECIAL NOTICE: SSR CODES--WITH EFFECT FROM 2 NOV. 1978 ATC COLOMBO WILL ASSIGN AN SSR CODE TO INTERNATIONAL AIRCRAFT ON IFR FLIGHTS LEAVING COLOMBO INTERNATIONAL AIRPORT, AND EQUIPPED WITH SSR. THE ASSIGNMENT SHALL BE FROM THE FOUR DIGIT SSR CODE ALLOCATION GIVEN TO SRI LANKA ON TABLE ATS 3 TO THE ICAO MID/SEA ANP DOC. 8700. THE CODE BLOCKS ARE FROM 7301 TO 7377 MODE A. THE CODE ASSIGNED TO EACH AIRCRAFT WILL BE INCLUDED IN THE FPL MESSAGE BY THE ATC UNIT ACCEPTING THE FLIGHT PLAN AT COLOMBO AIRPORT. THE CODE WILL ALSO BE INCLUDED IN THE DEPARTURE, DELAY, BOUNDARY ESTIMATE AND TRANSFER MESSAGES PERTAINING TO THE AIRCRAFT. THE CODE SHALL CEASE TO BE VALID, WHEN THE AIRCRAFT LANDS AT THE NEXT POINT OF LANDING OR IN THE CASE OF A DIVERSION TO AN ALTERNATE WHEN A FRESH CODE WILL BE ALLOCATED. THE PILOT'S COPY OF THE FPL WILL BE RETAINED BY THE PILOT AND THE SSR CODE SHALL BE USED WHEN ENTERING AN AREA EQUIPPED WITH SSR. A CODE ALLOCATED TO A PRECEDING AIRCRAFT MAY BE REALLOCATED TO A SUBSEQUENT AIRCRAFT ONLY AFTER THE FIRST AIRCRAFT IS EXPECTED TO HAVE TERMINATED ITS FLIGHTS OR AFTER A PERIOD OF THREE HOURS. IN CASE OF A DIVERSION WHILE WITHIN COLOMBO FIR A CODE FROM THE DOMESTIC CODE ALLOCATION 7401 TO 7477 WILL BE ASSIGNED TO THE AIRCRAFT AND THE PREVIOUS ASSIGNED CODE WILL CEASE TO BE VALID. (II-7/78)

SUDAN

RESTRICTION ON TIME SPECIFIED IN PERMISSION PROVIDED FOR NON-SCHEDULED FLIGHTS: A MAXIMUM TOLERANCE OF 2 HOURS WILL ONLY BE ALLOWED FOR NON-SCHEDULED FLIGHTS FROM THE TIME SPECIFIED ON THE PERMISSION GRANTED FOR ENTERING KHARTOUM FLIGHT INFORMATION REGION. AS SUCH CLEARANCE WILL BE VOID AFTER EXPIRATION OF 2 HOURS FROM THE TIME GIVEN ON THE INITIAL REQUEST. VIOLATION WILL BE DEALT WITH SEVERELY. (II-06/77)

RESTRICTION ON TIME INTERVAL BETWEEN FLIGHTS WITHIN KHARTOUM FIR: DUE TO THE RESTRICTION IMPOSED BY CAIRO ACC IN THEIR NOTAM CLASS NO. A194 OF 1979, ALL FLIGHTS OVERFLYING KHARTOUM FLIGHT INFORMATION REGION ENROUTE FROM NAIROBI AND ADDIS ABABA FIRS TO CAIRO FIR MUST MAINTAIN AT LEAST 20 MINUTES TIME INTERVAL BETWEEN EACH FLIGHT WHEN ENTERING KHARTOUM FIR. (II-07/79)

AVAILABILITY OF AVGAS 100L FUEL IN THE SUDAN: AVGAS 100L FUEL IS AVAILABLE ONLY AT KHARTOUM AIRPORT FOR DOMESTIC FLIGHTS. UPLIFTS FOR INTERNATIONAL FLIGHTS ARE SUBJECT TO PRIOR REQUEST AND APPROVAL FROM SHELL CO. OF THE SUDAN. (II-08/79)

PORT SUDAN NON-DIRECTIONAL BEACON: PORT SUDAN NON-DIRECTIONAL BEACON ON FREQUENCY 350 KHZ IS UNRELIABLE UNTIL FURTHER NOTICE.
(II-09/79)

BEST DOCUMENT AVAILABLE

THE POSSESSION OF VALID IMPORT LICENSE FOR CARGO CONSIGNED TO SUDAN: ALL AIR CARRIERS OPERATING SCHEDULED OR NON-SCHEDULED FLIGHTS TO THE SUDAN ARE HEREBY REQUIRED TO ENSURE THE AVAILABILITY OF VALID IMPORT LICENSE FOR CARGO CONSIGNED TO THE SUDAN. CARGO NOT FULFILLING THE REQUIREMENTS OF VALID IMPORT LICENSE SHALL BE DENIED OFF-LOADING. PERSONAL EFFECTS AND PERSONAL HOUSEHOLD NOT EXCEEDING THE VALUE EQUIVALENT TO 500 SUDANESE POUNDS SHALL BE EXEMPTED FROM THE REQUIREMENT OF IMPORT LICENSE. ALL OPERATORS ARE KINDLY REQUESTED TO ADHERE TO THIS RULE. (II-19/77)

SWITZERLAND

AIR NAVIGATION ROUTE CHARGES. CHANGE OF SWISS UNIT RATE (FAL 3-3-1)
1. WEF 1 APR 1981 THE SWISS SERVICE UNIT RATE, T, SHALL BE: 62.2820 U.S. DOLLARS FOR ACFT WITH A MAXIMUM TAKEOFF WEIGHT AUTHORIZED OF OVER 2 TONS.
2. ACFT WHOSE MAX TAKEOFF WEIGHT AUTHORIZED IS LESS THAN 2 TONS ARE EXEMPTED FROM THE ROUTE CHARGES. (AIC 1/81)

SUBMISSION OF IFR-FLIGHTPLANS (FPL)
ARTICLE 28 PARA 2 OF THE SWISS RULES OF THE AIR PRESCRIBES THAT "FOR IFR-FLIGHTS AND VFR-FLIGHTS AT NIGHT THE FPL SHALL BE SUBMITTED AT LEAST 30 MINUTES PRIOR TO DEPARTURE."

EXPERIENCE SHOWS THAT IN MANY CASES WHEN FPL ARE RECEIVED NOT MORE THAN 30 MINUTES BEFORE ETD PILOTS WILL HAVE TO BE PREPARED FOR A CERTAIN DELAY. THIS IS DUE TO THE FACT THAT IN MOST CASES EXTENSIVE PRE-DEPARTURE COORDINATION, INCLUDING REQUEST OF SLOT-TIMES, HAS TO BE EFFECTED BY ATS.

IT IS THEREFORE STRONGLY SUGGESTED THAT PILOTS, ESPECIALLY WHEN PLANNING TO OPERATE INTO AREAS WHERE FLOW RESTRICTIONS ARE APPLICABLE, SUBMIT THEIR IFR-FPL AS SOON AS POSSIBLE BUT NOT LATER THAN 60 MINUTES PRIOR TO THE ESTIMATED TIME OF DEPARTURE TO AVOID UNNECESSARY DELAY. (AIC 17/81)

SYRIAN ARAB REPUBLIC

DAMASCUS FIR: CHANGE OF ATS ROUTES LOWER LIMITS. THE LOWER LIMITS OF THE FOLLOWING AIR TRAFFIC SERVICES ROUTES WITHIN DAMASCUS FLIGHT INFORMATION REGION: DW5, DW6 AND DW7 ARE REDESIGNATED FL 220. (II-10/78)

SPECIAL NOTICE: DAMASCUS/FIR COMMUNICATION REQUIREMENTS--ALL AIRCRAFT INTENDING TO ENTER DAMASCUS FIR ARE URGED TO ESTABLISH TWO-WAY RADIO COMMUNICATION WITH DAMASCUS CENTER TEN MINUTES BEFORE CROSSING FIR/BDRY IN ORDER TO INSURE SAFETY OF FLIGHTS AND ENABLE PROPER TRAFFIC CONTROL MANAGEMENT. OPERATING FREQUENCIES OF DAMASCUS CENTER ARE: VHF 120.0 MHZ AND 121.30 MHZ, OR HF/RI 8847 PRIMARY AND 5603 SECONDARY, IF UNABLE ON VHF FREQUENCIES. (II-5/79)

DAMASCUS FIR-CLOSING OF ATS ROUTE: THE SEGMENT OF AIRWAY A21 BETWEEN KARIATAIN/NDB-BANIAS/NDB IS CLOSED TO ALL TRAFFIC UFN. (II-8/79)

DAMASCUS/D.G.C.A.-NEW EQUIPMENT: THE DIRECTORATE GENERAL OF CIVIL AVIATION IS CONNECTED TO THE TELEX SERVICE AND PUT IN OPERATION UNDER TELEX NR. 1192 AND ANSWER BACK CODE CIVAIR 11928 SY. (II-9/79)

THAILAND

PEAK HOURS AT BANGKOK INTERNATIONAL AIRPORT. DUE TO CRITICAL AIR TRAFFIC SATURATION AT BANGKOK INTERNATIONAL AIRPORT, WITH IMMEDIATE EFFECT, PEAK HOURS AT BANGKOK INTERNATIONAL AIRPORT ARE FROM 0200 TO 0530Z, 1000 TO 1300Z AND FROM 1500 TO 1700Z. ALL FOREIGN INTERNATIONAL NON-SCHEDULED AIRCRAFT SHOULD AVOID TO LAND WITH TRAFFIC PURPOSE AT BANGKOK INTERNATIONAL AIRPORT DURING THE DECLARED PEAK HOURS. RESTRICTION DURING PEAK HOURS FROM 1500 TO 1700Z SHALL BE STRICTLY IMPOSED ON NON-SCHEDULED B-747 TO LAND WITH ANY PURPOSES. (AIC 1/81)

UNITED ARAB EMIRATES

SHARJAH: UNTIL FURTHER NOTICE SUPPLY OF AVGAS 100 AT SHARJAH AIRPORT WILL BE SEVERELY LIMITED. PILOTS REQUIRING THIS FUEL ARE ADVISED TO MAKE PRIOR ARRANGEMENTS WITH BRITISH PETROLEUM. (BAHRAIN II-045/79)

DUBAI INTL: WITH EFFECT FROM 15 JULY 1980 THE FUEL GRADES AVAILABLE AT DUBAI INTL AIRPORT ARE AS FOLLOWS: AVGAS - 100LL AND JET A1 ONLY. (II-106/80)

RAS AL KHAIMAH: THE SMALLPOX VACCINATION IS NO LONGER REQUIRED FOR ARRIVAL AT RAS-AL-KHAIMAH INTL AIRPORT. (II-108/80)

SHARJAH: THE SMALLPOX VACCINATION IS NO LONGER REQUIRED FOR ARRIVAL AT SHARJAH INTL AIRPORT. (II-109/80)

YEMEN ARAB REPUBLIC

SANAA NEW VORTAC: REFERENCE AIP YEMEN ARAB REPUBLIC PAGE COM 2-1 INSERT THE FOLLOWING INFORMATION ABOUT NEW VORTAC INSTALLED AT SANAA AIRPORT (NOT IN USE): IDENTIFICATION XXX/CH 108X, FREQUENCY 116.1 MHZ, POSITION 15°30'00.1"N 44°13'14.6"E ELEVATION 7142 FT. ABOVE MEAN SEA LEVEL, LOCATION 990 METRES (3248 FT) FROM THRESHOLD RUNWAY 18. (SAUDI ARABIA II-18/79)

SANAA--NEW ILS: REFERENCE AIP YEMEN ARAB REPUBLIC PAGE COM 2-1 INSERT THE FOLLOWING INFORMATION ABOUT NEW ILS AT SANAA AIRPORT (NOT IN USE) FOR RUNWAY 18: ILS LOCALIZER CALL SIGN "SA" FREQUENCY 109.9 MHZ, ILS GLIDE PATH FREQUENCY 333.8 MHZ ANGLE 3 DEGREES. ELEVATION OF THRESHOLD RUNWAY 18 IS 2188.74 METRES. DISTANCE OF OUTER MARKER FROM THRESHOLD RUNWAY 18: 7226 METRES.

BEST DOCUMENT AVAILABLE

DISTANCE OF MIDDLE MARKER FROM THRESHOLD RUNWAY 18: 990 METRES. DISTANCE OF LOCALIZER FROM THRESHOLD RUNWAY 36: 225 METRES. LOCATION OF GLIDE PATH OFFSET WEST OF RUNWAY CENTERLINE AND 275 METRES BACK FROM THRESHOLD RUNWAY 18.
(SAUDI ARABIA II-19/79)

YEMEN--ENTRY INTO AND EXIT FROM: WIE ENTRY INTO AND EXIT FROM THE YEMEN ARAB REPUBLIC BY AIR IS TO BE MADE ONLY BY THE FOLLOWING RECOGNIZED AND AUTHORIZED AIR ROUTES:

OSCAR (1607N 04130E)	TO SANAA	R57
OSCAR	TO HODEIDAH TO TAIZ	R56
NOVEMBER (1438N 04202E)	TO HODEIDAH TO SANAA	B49
ASSAB (1234N 04247E)	TO SANAA	
ASSAB	TO TAIZ	B47
ASSAB	TO HODEIDAH	
FIR BOUNDARY (1329N 04420E)	TO TAIZ	B35

FOR ANY FLIGHT REQUIRED OUTSIDE THESE GIVEN ROUTES PRIOR AUTHORIZATION IS NEEDED. A FORMAL REQUEST MUST BE SUBMITTED AT LEAST 72 HOURS PRIOR TO THE DATE OF THE FLIGHT. SUCH REQUEST SHOULD CONTAIN ALL RELEVANT INFORMATION ABOUT THE AIRCRAFT, OPERATOR, ETA, FLIGHT LEVEL/ALTITUDE AND REASONS FOR REQUIRING A DEVIATION FROM THE STANDARD ROUTES. REQUESTS SHOULD BE MADE TO THE CHAIRMAN, CIVIL AVIATION AND METEOROLOGY AUTHORITY, SANAA. (SAUDI ARABIA II-28/79)

SPECIAL NOTICE--ALL NON-SCHEDULED COMMERCIAL AIRCRAFT LANDING FOR COMMERCIAL PURPOSES MUST OBTAIN PRIOR PERMISSION FROM THE CIVIL AVIATION AND METEOROLOGICAL AUTHORITY, SANAA, YEMEN ARAB REPUBLIC (TELEGRAPHIC ADDRESS: CIVILAIR SANAA/TELEX: NONE) AT LEAST 7 DAYS IN ADVANCE OF DEPARTURE. ALL REQUESTS MUST INCLUDE PROVISION FOR PREPAID RESPONSE FOR A MINIMUM OF TWENTY WORDS OR THE REQUEST WILL NOT BE ACTED UPON. (SEE THE INTERNATIONAL FLIGHT INFORMATION MANUAL FOR ADDITIONAL DETAILS.)
(SAUDI ARABIA II-67/78)

ZAMBIA

LUSAKA F.I.R. NON SCHEDULED FLIGHTS: THE ZAMBIAN AIRSPACE IS NOW OPEN TO ALL NON-SCHEDULED FLIGHTS EXCEPT WESTERN PROVINCE. THOSE OPERATORS WISHING TO OPERATE INTO OR OVER FLY WESTERN PROVINCE OF ZAMBIA MUST APPLY TO THE COMMANDER ZAMBIA NATIONAL DEFENSE FORCES GIVING TEN (10) DAYS PRIOR NOTICE AND APPROVAL MUST BE RECEIVED BY THE APPLICANT BEFORE FLIGHT IS UNDER TAKEN.

THE APPLICATION MUST INCLUDE THE FOLLOWING:
(A) PILOTS NAME
(B) OPERATORS NAME AND ADDRESS
(C) TYPE OF AIRCRAFT AND REGISTRATION
(D) ROUTE OR AREA OF OPERATION
(E) PURPOSE OF FLIGHT DATES, TIMINGS ETC.
ALL APPLICATIONS ARE DIRECTED TO THE COMMANDER Z.N.D. FORCES. (II-5/80)

AIR TRAFFIC SERVICE ROUTES IN ZAMBIA
WITH EFFECT FROM 14TH MAY 1981, THE FOLLOWING ROUTES IN THE ZAMBIAN FIR WILL CHANGE IN ACCORDANCE TO THE AFI/6 RECOMMENDATION AS FOLLOWS:
DA 10 TO DA 405;
A 48 TO A 406
NEW ROUTE FR 407, LUSAKA DIRECT TO DAR-ES-SALAAM;
DR 38 TO DA 400, LUSAKA DIRECT TO CHILEKA;
FR 38 TO FR 400 LUBRA VIA NAMLA TO LUSAKA;
FR 47 TO FR 779, LUSAKA DIRECT TO MBEYA;
FG 13 TO FG 652, KILBI VIA NAGBI TO LUSAKA;
DB 39 TO DB 530, NDOLA VIA KASAMA TO MBEYA;
NEW ROUTE FR 782, LUSAKA DIRECT TO CHIPATA;
NEW ROUTE FR 409, NDOLA DIRECT TO ENTEBBE;
THE ZAMBIAN A.I.P. WILL BE AMENDED ACCORDINGLY.
(II-1/81)

LUSAKA INTERNATIONAL AIRPORT:
WITH EFFECT FROM 1 MARCH 1981 AND UNTIL FURTHER NOTICE, JET A-1 SUPPLIES REDUCED TO 80 PERCENT. THIS MEANS THAT CUSTOMERS UPLIFTS REDUCED TO 80 PERCENT OF THEIR 1980 ACTUAL OFF-TAKES. NON-SCHEDULED OPERATIONS ADVISED TO CONFIRM AVAILABILITY PRIOR TO DEPARTURE. THIS NOTAM REPLACES CLASS I NOTAM A022/81.)
(II A14/81)

BEST DOCUMENT AVAILABLE

DEPARTMENT OF STATE (DOS) ADVISORIES

BARBADOS

REQUIREMENT FOR AIRCRAFT TOW BARS AT GRANTLEY ADAMS INTL AIRPORT.

1. BARBADOS MINISTRY OF EXTERNAL AFFAIRS HAS SENT ALL DIPLOMATIC MISSIONS CIRCULAR NOTE STATING THAT LARGE PURE-JET AIRCRAFT LANDING AT GRANTLEY ADAMS INTERNATIONAL AIRPORT MUST PARK NOSE-IN AND BE PUSHED BACK TO NOSE WHEEL GUIDELINES ON DEPARTURE. NOTE REQUESTS THAT ALL OPERATORS OF LARGE PURE-JET AIRCRAFT ENSURE THAT APPROPRIATE TOW-BARS ARE AVAILABLE LOCALLY OR CARRIED ON BOARD AIRCRAFT. (BRIDGETOWN 4191 8/18/81)

REPUBLIC OF CAMEROON

DOUALA AIRPORT: IT IS ABSOLUTELY MANDATORY THAT ALL AIRCRAFT HAVE CONFIRMED LANDING CLEARANCES BEFORE APPROACHING DOUALA AIRPORT. THE INFORMATION OUTLINED IN THE INTERNATIONAL FLIGHT INFORMATION MANUAL OF APRIL 1979 CONCERNING CAMEROON IS CORRECT AND MUST BE RIGOROUSLY FOLLOWED ALONG WITH THE SUGGESTION OF FORWARDING INFORMATION TO THE AMERICAN EMBASSY IN YAOUNDE (TELEX NR. 8233 KN) ATTN: ECON/COMM OFFICER AND TO THE AMERICAN CONSULATE IN DOUALA (TELEX NR. 5233 KN) ATTN: PRINCIPAL OFFICER. (DOS 1/7/80)

ETHIOPIA

THE DEPARTMENT OF STATE ADVISES THAT ASMARA/YOHANNES AIRPORT MAY BE RESTRICTED TO MILITARY USE ONLY AND THAT ADDIS ABABA BOLE INTERNATIONAL AIRPORT MAY BE THE ONLY AERODROME OF ENTRY INTO ETHIOPIA.
(DOS 3/80)

GUATEMALA

IN ADDITION TO SATISFYING ENTRY REQUIREMENTS, FOREIGN PILOTS FLYING PRIVATE COMMERCIAL AIRCRAFT FROM GUATEMALA CITY/LA AURORA TO ANOTHER POINT OR POINTS IN GUATEMALA MUST REQUEST A SPECIAL FLIGHT PERMIT FROM THE GUATEMALAN DIRECTORATE GENERAL OF CIVIL AVIATION. THIS PERMIT CAN BE OBTAINED FROM THE OFFICE OF AIR TRANSIT ON WORKDAYS, AND AT OTHER TIMES FROM THE AERONAUTIC INFORMATION SERVICE OFFICE IN THE CIVIL AVIATION BUILDING, LA AURORA AIRPORT. A VALID PILOT'S LICENSE AND PROOF OF THIRD-PARTY INSURANCE COVERAGE MUST BE PRESENTED. A PILOT WHO PLANS TO OPERATE WITHIN GUATEMALA FOR MORE THAN ONE MONTH MUST SUBMIT HIS REQUEST IN WRITING, ON GUATEMALAN LEGAL PAPER, ALONG WITH PROOF OF THIRD-PARTY INSURANCE AND PILOT'S LICENSE, DIRECTLY TO THE DIRECTOR OF CIVIL AVIATION AT LA AURORA. (DOS 5/22/79)

MEXICO

EFFECTIVE 17 FEBRUARY 1981, THE GOVERNMENT OF MEXICO IMPOSED A FLIGHT PLAN FEE ON VISITING AIRCRAFT. FEES ARE 400 PESOS FOR FILING AN IFR FLIGHT PLAN AND 150 PESOS FOR FILING A VFR FLIGHT PLAN.
(DOS 5/81)

NICARAGUA

THE GOVERNMENT OF NICARAGUA IS TIGHTENING ITS REGULATIONS REGARDING COMMERCIAL, PRIVATE AND MILITARY FLIGHTS INTO THEIR COUNTRY. PILOTS PLANNING FLIGHTS TO NICARAGUA SHOULD ASSURE THAT ENTRY, OVERFLIGHT AND LANDING AUTHORIZATION HAVE BEEN OBTAINED FROM THE APPROPRIATE AVIATION AUTHORITY PRIOR TO DEPARTURE AND THAT WHEN OPERATING WITHIN THEIR AIRSPACE STRICTLY COMPLY WITH THOSE REGULATIONS RELATING TO THE FLIGHT AND MANEUVER OF THE AIRCRAFT. (DOS 6/81)

SOUTH CHINA SEA

THE GENERAL ADMINISTRATION OF CIVIL AVIATION OF CHINA (PRC) ON OCTOBER 23, 1979, IMPLEMENTED ITS NOTAM #19 ESTABLISHING FOUR DANGER AREAS OVER THE SOUTH CHINA SEA. THREE OF THESE DANGER AREAS INFRINGE ON AIR ROUTE AMBER 1 BETWEEN DANANG AND HONG KONG. THE FOURTH DANGER AREA NEAR THE PARACEL ISLANDS (FOCAL COORDINATE 16 DEGREES 30 MINUTES N - 112 DEGREES 10 MINUTES E) CLOSES THE AIRSPACE 24 HOURS A DAY. IN ORDER TO INSURE AIR SAFETY, OPERATORS OF U.S. REGISTERED AIRCRAFT SHOULD FOLLOW HONG KONG NOTAM A26/80 AND SUBSEQUENT AMENDMENT WHEN FLYING THROUGH THE HONG KONG FLIGHT INFORMATION REGION. (DOS 11/12/79)

SPAIN

THE AMERICAN EMBASSY IN MADRID, SPAIN, ADVISES THAT BEARERS OF DIPLOMATIC AND OFFICIAL PASSPORTS MUST OBTAIN A VISA PRIOR TO THEIR ARRIVAL IN SPAIN. THERE ARE NO EXCEPTIONS TO THIS REQUIREMENT. OFFICIAL/DIPLOMATIC PASSPORT HOLDERS ARRIVING WITHOUT VISAS CAN EXPECT EITHER NOT TO BE ADMITTED AT ALL, OR TO SUFFER INTERMINABLE DELAYS AT THE AIRPORT WHICH MAY WELL INTERFERE WITH OFFICIAL WORK SCHEDULES OR PRIVATE ITINERARIES. (DOS 9/80)

THAILAND

THE AMERICAN EMBASSY IN BANGKOK, THAILAND, ADVISES THAT ALL U.S. GOVERNMENT PERSONNEL ASSIGNED TO PERFORM TEMPORARY DUTY IN THAILAND MUST OBTAIN AN ENTRY VISA PRIOR TO ARRIVING IN THAILAND. TRAVELERS ARRIVING WITHOUT A VISA MUST APPLY FOR A TRANSIT VISA WHICH IS VALID FOR ONLY FIFTEEN DAYS. IT CANNOT BE EXTENDED. TO PRECLUDE HAVING TO LEAVE THAILAND AFTER FIFTEEN DAYS, THE

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TRAVELER MUST OBTAIN A VISA PRIOR TO ARRIVAL. (DOS 9/80)

TURKS AND CAICOS ISLANDS:

CHARTER, COMMERCIAL AND FREIGHT AIRCRAFT REQUIRE 24 HOUR PRIOR PERMISSION TO LAND. ADDRESS TO: TELEX 8227, CHIEFMIN TO. (FAA)

ZAMBIA

AMERICANS TRAVELING TO ZAMBIA SHOULD BE AWARE THAT SECURITY CONDITIONS IN THAT COUNTRY RECENTLY HAVE DETERIORATED. AMERICANS INTENDING TO TRAVEL INDIVIDUALLY IN ZAMBIA FOR TOURIST PURPOSES SHOULD BE DISCOURAGED FROM DOING SO. BUSINESSMEN TRAVELING TO ZAMBIA SHOULD ENSURE THAT THEIR ZAMBIAN CONTACTS ARE AWARE OF THEIR ARRIVAL AND ARE PREPARED TO ASSIST THEM ONCE THEY ARRIVE IN ZAMBIA. WHITE MALES TRAVELING OR EVEN SHOPPING ALONE AROUSE SUSPICION. BEING ACCOMPANIED BY LOCALLY KNOWN ZAMBIANS CAN DEFLECT SOME SUSPICION. ORGANIZED TOUR GROUPS PROCEEDING TO ZAMBIA BY AIR SHOULD BE ABLE TO ENJOY THEIR STAY IF THEY TAKE SOME SIMPLE PRECAUTIONS. THEY SHOULD ALWAYS TRAVEL AS A GROUP EVEN IN THE MAIN CITY CENTERS AND SHOULD INSIST ON BEING ACCOMPANIED BY A ZAMBIAN GUIDE. CAMERAS SHOULD NEITHER BE CARRIED NOR USED, EXCEPT IN GAME PARKS OR AT LOCATIONS SPECIFICALLY DESIGNATED BY THE TOUR LEADER. (DOS 5/2/79)

BEST DOCUMENT AVAILABLE

NORTH ATLANTIC

SPECIAL NOTICE--NORTH ATLANTIC REGIONAL SUPPLEMENTARY PROCEDURES ICAO DOCUMENT 7030 REQUIRES THAT, EXCEPT IN CASES OF EMERGENCY OR RADIO FAILURE, PILOTS OF AIRCRAFT FLYING IN THE NAT REGION AND BEFORE REACHING A POSITION WHICH IS 30 MINUTES FROM THE NEAREST BOUNDARY OF THE OCEANIC CONTROL AREAS SHALL OPERATE TRANSPONDERS ON:

1. MODE A/3 CODE 2000 WHEN EASTBOUND PRIOR TO REACHING A POSITION 30 MINUTES FROM THE EXIT BOUNDARY OF THE NAT REGION.
2. MODE A/3 CODE 3000 WHEN WESTBOUND PRIOR TO REACHING A POSITION 30 MINUTES FROM THE EXIT BOUNDARY OF THE NAT REGION.
3. OTHERS AS ASSIGNED BY ATC.

(NOTE: THE USE OF MODE A CODE 3000 FOR WESTBOUND FLIGHTS SHOULD BE CONSIDERED AS A STRICTLY TEMPORARY MEASURE UNTIL SUCH TIME AS CANADA AND THE UNITED STATES ARE ABLE TO EMPLOY CODE 2000 FOR THE PURPOSE.)
ACCORDINGLY, WESTBOUND AIRCRAFT ARE REQUIRED TO SQUAWK MODE A CODE 3000 WHEN 30 MINUTES FLYING TIME FROM THE WESTERN BOUNDARY OF THE NEW YORK FIR/CTA. AIRCRAFT ENTERING THE BERMUDA TERMINAL CONTROL AREA ARE REQUESTED TO CONFORM WITH THE TRANSPONDER USAGE FOR WESTBOUND OR EASTBOUND FLIGHTS WHEN CROSSING THE BERMUDA BOUNDARY. (FAA)

REVISED POSITION REPORTING PROCEDURE IN THE NAT REGION

1. THE FOLLOWING REVISED POSITION REPORTING PROCEDURE REQUIRING THE INCLUSION OF AN ADDITIONAL ITEM (ITEM H) IN THE POSITION REPORT, WILL BE IMPLEMENTED ON A TRIAL BASIS BY GANDER, NEW YORK, REYKJAVIK, SANTA MARIA AND SHANWICK OACS, IN ORDER TO PROVIDE FOR EARLIEST POSSIBLE DETECTION OF MISUNDERSTANDINGS REGARDING THE ROUTE TO BE FOLLOWED BY AIRCRAFT IN THE NAT REGION AND ADJACENT TRANSITION AREAS.

2. EFFECTIVE 0900 GMT ON 20 NOVEMBER 1979, AIRCRAFT ENTERING, OPERATING WITHIN, OR LEAVING THE OCEANIC CONTROL AREAS OF GANDER, NEW YORK, REYKJAVIK, SANTA MARIA AND SHANWICK WILL TRANSMIT THE FOLLOWING ELEMENTS OF INFORMATION IN POSITION REPORTS TO THE APPROPRIATE OCEANIC CONTROL CENTRE:

A. THE WORD "POSITION"
B. AIRCRAFT IDENTIFICATION
C. PRESENT POSITION
D. TIME OVER PRESENT POSITION (HOURS AND MINUTES)
E. PRESENT FLIGHT LEVEL
F. ESTIMATED POSITION ON ASSIGNED ROUTE
G. TIME FOR ESTIMATED POSITION (HOURS AND MINUTES)
H. NEXT POSITION ON ASSIGNED ROUTE
I. ANY FURTHER INFORMATION E.G. AIREP DATA OR COMPANY MESSAGE.

SPOKEN EXAMPLE: POSITION AIR CANADA EIGHT SEVEN ZERO, FIVE ONE NORTH FIVE ZERO WEST, ONE FIVE ONE FIVE, FLIGHT LEVEL THREE SEVEN ZERO, ESTIMATING FIVE TWO NORTH FOUR ZERO WEST AT ONE SIX ZERO ZERO, NEXT FIVE TWO NORTH THREE ZERO WEST.

WRITTEN EXAMPLE: POS: AC870 51N50W 1515 FL370 EST 52N40W 1600 NEXT 52N30W. (FAA)

FUEL CONSERVATION: IN VIEW OF THE CURRENT ENERGY SITUATION, THE FOLLOWING POINTS ARE BROUGHT TO THE ATTENTION OF NAT PILOTS WITH A VIEW TO ENSURING THAT EACH AIRCRAFT IS OPERATED AS CLOSE AS POSSIBLE TO ITS OPTIMUM FLIGHT LEVEL AND MACH NUMBER.

1. PILOTS SHOULD REQUEST A CHANGE OF FLIGHT LEVEL OR MACH NUMBER WHENEVER THIS WOULD IMPROVE THE OPERATING EFFICIENCY OF THE AIRCRAFT. REFUSALS, DUE TO OTHER TRAFFIC, SHOULD NOT DETER PILOTS FROM CONTINUING TO MAKE SUCH REQUESTS.

2. WHEN CIRCUMSTANCES RENDER THIS FEASIBLE, CONTROLLERS WILL ASK ANOTHER AIRCRAFT TO ACCEPT A HIGHER FLIGHT LEVEL OR CHANGE OF MACH NUMBER IN ORDER TO FACILITATE CLEARANCES FOR AIRCRAFT WHICH WOULD OTHERWISE EXPERIENCE A SIGNIFICANT PENALTY. IN AGREEING TO SUCH A REQUEST, PILOTS WILL CONTRIBUTE TO THE OVERALL ECONOMY IN FUEL USED.

3. WHERE POSSIBLE, PILOTS SHOULD GIVE ADVANCE WARNING OF A REQUEST; E.G., IF A WESTBOUND FLIGHT WISHES TO CLIMB AT 30° W, IT WILL ASSIST THE CONTROLLER IF THE REQUEST IS MADE WITH THE 20° W POSITION REPORT.

SPECIAL NOTICE - NEW YORK VOLMET

NEW YORK VOLMET BROADCAST STARTING 4/17/82 BROADCAST ON FREQUENCY 13270 KHZ WILL BE DISCONTINUED FROM 1 HOUR AFTER SUNSET TO 1 HOUR BEFORE SUNRISE AND BROADCAST ON FREQUENCY 3001 KHZ WILL BE DISCONTINUED FROM 1 HOUR AFTER SUNRISE TO 1 HOUR BEFORE SUNSET. THE NEW YORK VOLMET WILL CONTINUE ITS 24 HOURS A DAY BROADCAST ON FREQUENCY 5652 KHZ AND 8868 KHZ. (FAA)

BEST DOCUMENT AVAILABLE

GENERAL

SPECIAL NOTICE--REDUCED LONGITUDINAL SEPARATION ALONG SPECIFIED OCEANIC FIXED ROUTES IN THE SAN JUAN, MIAMI, AND NEW YORK OCEANIC CONTROL AREAS. TEN MINUTES LONGITUDINAL SEPARATION MAY BE APPLIED BETWEEN TURBOJET AIRCRAFT TRANSITING ATS ROUTE BLUE 14 BETWEEN THE NEW YORK, MIAMI AND SAN JUAN OCEANIC CONTROL AREAS AND ALSO ON ATS ROUTES AMBER 25, AMBER 20, AMBER 21, AND AMBER 23 BETWEEN THE NEW YORK AND SAN JUAN OCEANIC CONTROL AREAS. THE USE OF 10 MINUTES LONGITUDINAL SEPARATION IS AUTHORIZED WITH ADHERENCE TO THE CRITERIA CONTAINED IN ATTACHMENT H TO ICAO DOC. 4444-RAC/501/10, PANSRAC, AND THE REGIONAL SUPPLEMENTARY PROCEDURES. SPECIFICALLY, 10 MINUTES LONGITUDINAL SEPARATION MAY BE USED BETWEEN TURBOJET AIRCRAFT FLYING AT THE SAME ALTITUDE/FLIGHT LEVEL PROVIDING THE FOLLOWING CONDITIONS ARE MET:
(1) THE AIRCRAFT CONCERNED HAVE REPORTED OVER THE SAME ENTRY POINT INTO OCEANIC CONTROL AIRSPACE AND WILL FLY THE SAME TRACK OR CONTINUOUSLY DIVERGING TRACKS.
(2) THE PRECEDING AIRCRAFT IS MAINTAINING A SPEED OF AT LEAST MACH 0.03 GREATER THAN THAT OF THE FOLLOWING AIRCRAFT. (FAA)

SPECIAL NOTICE--IFR/VFR OPERATIONS: FLIGHTS IN OCEANIC AIRSPACE MUST BE CONDUCTED UNDER INSTRUMENT FLIGHT RULES (IFR) PROCEDURES WHEN OPERATING:
(A) BETWEEN SUNSET AND SUNRISE,
(B) AT OR ABOVE FLIGHT LEVEL (FL) 60 WHEN OPERATING WITHIN THE NEW YORK, OAKLAND, ANCHORAGE AND HONOLULU FLIGHT INFORMATION REGIONS (FIRS), OR,
(C) ABOVE FL 180 WHEN OPERATING WITHIN THE MIAMI AND HOUSTON FIRS AND IN THE SAN JUAN CONTROL AREA.
FLIGHTS BETWEEN THE EAST COAST OF THE U.S. AND BERMUDA OR CARIBBEAN TERMINALS AND TRANSVERSING THE NEW YORK FIR AT OR ABOVE 5,500 FT. MSL SHOULD BE ESPECIALLY AWARE OF THIS REQUIREMENT. (FAA)

SPECIAL NOTICE: IF THE PILOT OF AN AIRCRAFT OPERATING IN INTERNATIONAL AIRSPACE UNDER U.S. JURISDICTION AND EQUIPPED WITH A CODED RADAR BEACON TRANSPONDER EXPERIENCES A LOSS OF TWO-WAY RADIO CAPABILITY, HE SHOULD:
(A) ADJUST HIS TRANSPONDER TO REPLY ON MODE A/3, CODE 7700 FOR A PERIOD OF 1 (ONE) MINUTE.
(B) THEN CHANGE TO CODE 7600 AND REMAIN ON 7600 FOR A PERIOD OF 15 MINUTES OR THE REMAINDER OF THE FLIGHT WHICHEVER OCCURS FIRST.
(C) REPEAT STEPS (A) AND (B), AS PRACTICABLE.
THE PILOT SHOULD UNDERSTAND THAT HE MAY NOT BE IN AN AREA OF RADAR COVERAGE. MANY RADAR FACILITIES ARE ALSO NOT PRESENTLY EQUIPPED TO AUTOMATICALLY DISPLAY CODE 7600 AND WILL INTERROGATE 7600 ONLY WHEN THE AIRCRAFT IS UNDER DIRECT RADAR CONTROL AT THE TIME OF RADIO FAILURE. HOWEVER, REPLYING ON 7700 FIRST INCREASES THE PROBABILITY OF EARLY DETECTION OF A RADIO FAILURE CONDITION. (FAA)

RADAR ASSISTANCE--RADAR ASSISTANCE IS AVAILABLE ON A 24-HOUR BASIS TO ALL IDENTIFIED AIRCRAFT WITHIN THE LIMITS OF THE DISTANT EARLY WARNING IDENTIFICATION ZONE (DEWIZ), DEW EAST MILITARY IDENTIFICATION ZONE (DEMIZ), ALASKAN DEWIZ AND DOMESTIC AIR DEFENSE IDENTIFICATION ZONE (ADIZ), AND ICELAND MILITARY ADIZ, WHICH WILL RENDER NAVIGATIONAL ADVICE WHEN AND WHERE MILITARY COMMITMENTS PERMIT, BUT NO RESPONSIBILITY FOR THE DIRECT CONTROL OF AIRCRAFT IS ACCEPTED. THE RADAR ASSISTANCE IS ADVISORY ONLY AND DOES NOT ABSOLVE THE CAPTAIN OF AN AIRCRAFT OF THE RESPONSIBILITY FOR THE SAFE NAVIGATION OF HIS AIRCRAFT OR OF COMPLYING WITH AIR TRAFFIC CONTROL CLEARANCES OR OTHER REQUIRED PROCEDURES.
1. INFORMATION THAT MAY BE PROVIDED IS AS FOLLOWS:
A. TRACK AND GROUND SPEED CHECKS.
B. POSITION OF THE AIRCRAFT IN LATITUDE AND LONGITUDE OR BY BEARING AND DISTANCE FROM A KNOWN POINT.
C. MAGNETIC HEADING TO STEER AND DISTANCE TO THE NEAREST AERODROME OR OTHER DESIGNATED POINT.
D. POSITION OF HEAVY CLOUD IN RELATION TO THE AIRCRAFT.
2. THE PROCEDURE TO BE FOLLOWED FOR THE USE OF THIS SERVICE IS AS FOLLOWS:
A. USE THE FOLLOWING VHF RADIO FREQUENCIES FOR CONTACTING RADAR STATION:
(1) 126.2 KING SALMON AND FORT YUKON, ALASKA AREAS ONLY.
(2) 126.2 NORTHERN DEW STATIONS.
(3) 133.2 FOR ICELANDIC MILITARY ADIZ.
(4) 122.2 FOR OTHER AREAS.
B. CALL "RADAR ASSISTANCE."
C. THE SUBSEQUENT CALL SIGN OF THE GROUND STATION WILL BE THE CALL SIGN GIVEN BY THE GROUND STATION.
D. AFTER COMMUNICATION HAS BEEN ESTABLISHED WITH GROUND RADAR STATION, REQUEST THE SERVICE DESIRED.
E. IF COMMITMENTS PRECLUDE THE GRANTING OF RADAR ASSISTANCE THE GROUND STATION WILL TRANSMIT THE WORD "UNABLE" AND NO FURTHER EXPLANATION WILL BE GIVEN.
F. ALL SPEEDS GIVEN IN KNOTS, DISTANCES IN NAUTICAL MILES AND ALL BEARINGS AND HEADINGS ARE GIVEN IN DEGREES MAGNETIC.
G. INITIAL CONTACT SHOULD BE MADE AT THE HIGHEST PRACTICABLE ALTITUDE. ONLY IN THE EVENT OF DISTRESS OR EMERGENCY WILL CONTINUOUS RADAR SURVEILLANCE BE PROVIDED EN ROUTE CIVIL AIRCRAFT. (FAA)

ANCHORAGE CTA/FIR

SPECIAL NOTICE--NAVIGATION WARNING: U.S. AIRCRAFT FLYING BETWEEN ALASKA AND JAPAN ARE CAUTIONED OF THE ABSOLUTE NECESSITY OF REMAINING OVER INTERNATIONAL WATERS AT ALL TIMES IN ORDER TO AVOID DANGEROUS CONSEQUENCES WHICH COULD RESULT FROM UNAUTHORIZED OVERFLIGHT OF SOVIET TERRITORY. RECOGNITION THAT MANY FLIGHT TRACKS ON THIS ROUTE PROVIDE MINIMUM SEPARATION FROM SOVIET AIRSPACE FURTHER EMPHASIZES THE NEED FOR ALL PILOTS TO USE ALL EXISTING NAVIGATIONAL

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CAPABILITY. THE FAA THEREFORE RECOMMENDS THAT ALL PILOTS FLYING BETWEEN ALASKA AND JAPAN TAKE UTMOST PRECAUTIONS TO AVOID FLYING OVER SOVIET TERRITORY. PILOTS AND OPERATORS OF SMALL AIRCRAFT PERFORMING BEAR HUNTING FLIGHTS OR OTHER TYPES OF FLIGHT IN THE BERING STRAIT AREA ARE ALSO URGED TO TAKE UTMOST PRECAUTION TO AVOID ANY OPERATION IN USSR AIRSPACE (FAA)

MIAMI CTA/FIR

MIAMI ARTC CENTER: AIRCRAFT ON IFR FLIGHT PLANS ENTERING THE MIAMI CTA/FIR AT FL 240 AND ABOVE FROM THE HAVANA CTA/FIR ARE REQUESTED TO ESTABLISH COMMUNICATIONS WITH MIAMI CENTER AT LEAST 10 MINUTES PRIOR TO THE BOUNDARY ON THE FOLLOWING FREQUENCIES: BLUE 26, AMBER 12--132.2 VHF AND 306.9 UHF; BLUE 8, AMBER 15 AND RED 8--128.75 VHF AND 270.3 UHF. AIRCRAFT ON IFR FLIGHT PLAN ENTERING MIAMI CTA/FIR FROM PORT 'AU' PRINCE OR SANTO DOMINGO CTA/FIR CONTACT MIAMI ARTC CENTER ON 132.3/307.2 AT LEAST TEN (10) MINUTES PRIOR TO REACHING MIAMI CTA/FIR BOUNDARY FOR ATC CLEARANCE. (FAA)

SPECIAL NOTICE AN ADVISORY SERVICE IS IN EFFECT FOR SOUTH CAICOS (MKSC) AND NOT AIR TRAFFIC CONTROL SERVICE. THE ADVISORY SERVICE PROVIDES PREFERRED RUNWAY WIND DIRECTION ALTIMETER SETTING AND KNOWN TRAFFIC IN THE AREA AND OTHER PERTINENT INFORMATION AS REQUIRED BY THE PILOT. THE AERODROME ADVISORY SERVICE IS NOT AIR TRAFFIC CONTROL AND NO COMMAND OR CLEARANCE WILL BE ISSUED. THE HOURS OF OPERATION ARE 1100Z TO 0200Z DAILY. THIS AERODROME IS CLOSED OUTSIDE THESE HOURS AND ONLY AVAILABLE IN AN EMERGENCY AND THE RESPONSIBILITY LIES WITH THE PILOT. (FAA)

NEW YORK OCEANIC CONTROL AREA

SPECIAL NOTICE--NEW YORK OCEANIC CONTROL AREA: THE ATTENTION OF PILOTS PLANNING FLIGHTS WITH THE NEW YORK OCEANIC FLIGHT INFORMATION REGION IS DIRECTED TO THE COMMUNICATION AND POSITION REPORTING REQUIREMENTS SPECIFIED IN THE FOLLOWING ICAO DOCUMENTS: ANNEX 2, PARAGRAPH 3.5.9; ANNEX 11, PARAGRAPH 6.1.2; PANS-RAC 4444, PART 11, PARAGRAPH 13, AND DOC 7030, PARAGRAPHS 4 AND 6. THE COMMUNICATIONS REQUIREMENTS FOR IFR FLIGHTS WITHIN THE NEW YORK OCEANIC CONTROL AREA ARE:

1. FUNCTIONING TWO-WAY RADIO COMMUNICATIONS EQUIPMENT CAPABLE OF COMMUNICATING WITH AT LEAST ONE APPROPRIATE GROUND STATION FROM ANY POINT ON THE ROUTE.
2. MAINTAIN A CONTINUOUS LISTENING WATCH ON THE APPROPRIATE RADIO FREQUENCY.
3. REPORT POSITIONS IN SPECIFIED CIRCUMSTANCES.

NOTE: HF COMMUNICATION IS REQUIRED FOR OCEANIC FLIGHT. THE ABILITY TO COMMUNICATE AT ANY POINT OF THE ROUTE IS NECESSARY FOR THE CONTROL PROCESS. INABILITY TO COMPLY IS IN VIOLATION OF THE REQUIREMENTS STATED ABOVE. NO VHF COMMUNICATIONS ARE AVAILABLE FOR POSITION REPORTING FOR FLIGHT THROUGH NEW YORK OCEANIC AIRSPACE. (FAA)

SPECIAL NOTICE - NEW YORK OCEANIC CONTROL AREA: THE FOLLOWING REVISED POSITION REPORTING PROCEDURE REQUIRING THE INCLUSION OF AN ADDITIONAL ITEM (ITEM H) IN THE POSITION REPORT, WILL BE IMPLEMENTED ON A TRIAL BASIS BY GANDER, NEW YORK, REYKJAVIK, SANTA MARIA AND SHANWICK OACS, IN ORDER TO PROVIDE FOR EARLIEST POSSIBLE DETECTION OF MISUNDERSTANDINGS REGARDING THE ROUTE TO BE FOLLOWED BY AIRCRAFT IN THE NAT REGION AND ADJACENT TRANSITION AREAS. (FOR USA NOTAM ONLY: THE CAR REGIONAL SUPPLEMENTARY PROCEDURES COVERING THIS SUBJECT, REMAIN FULLY APPLICABLE.) EFFECTIVE 0900 GMT ON 29 NOVEMBER 1979, AIRCRAFT ENTERING, OPERATING WITHIN, OR LEAVING THE OCEANIC CONTROL AREAS OF GANDER, NEW YORK, REYKJAVIK, SANTA MARIA AND SHANWICK WILL TRANSMIT THE FOLLOWING ELEMENTS OF INFORMATION IN POSITION REPORTS TO THE APPROPRIATE OCEANIC CONTROL CENTER:

A. THE WORD "POSITION"
B. AIRCRAFT IDENTIFICATION
C. PRESENT POSITION
D. TIME OVER PRESENT POSITION (HOURS AND MINUTES)
E. PRESENT FLIGHT LEVEL
F. ESTIMATED POSITION ON ASSIGNED ROUTE
G. TIME FOR ESTIMATED POSITION (HOURS AND MINUTES)
H. NEXT POSITION ON ASSIGNED ROUTE
I. ANY FURTHER INFORMATION E.G. AIREP DATA OR COMPANY MESSAGE.

SPOKEN EXAMPLE: POSITION AIR CANADA EIGHT SEVEN ZERO, FIVE ONE NORTH FIVE ZERO WEST, ONE FIVE ONE FIVE, FLIGHT LEVEL THREE SEVEN ZERO, ESTIMATING FIVE TWO NORTH FOUR ZERO WEST AT ONE SIX ZERO ZERO, NEXT FIVE TWO NORTH THREE ZERO WEST.

WRITTEN EXAMPLE: POS AC870 51N50W 1515 FL 370 EST 52N40W 1600 NEXT 52N30W.
*FOR FLIGHTS REPORTING COORDINATES RATHER THAN SPECIFIED NAME REPORTING POINTS, EAST-WEST ORIENTED FLIGHTS REPORT LATITUDE IN DEGREES AND MINUTES AND LONGITUDE IN DEGREES ONLY: NORTH-SOUTH FLIGHTS REPORT LATITUDE IN DEGREES ONLY AND LONGITUDE IN DEGREES AND MINUTES. (FAA)

SPECIAL NOTICE--BERMUDA: THE NEW YORK AREA CONTROL CENTER HAS DELEGATED CONTROL AUTHORITY AND FLIGHT INFORMATION RESPONSIBILITY WITHIN A 180 NM RADIUS OF THE BERMUDA VOR AT FL 500 AND BELOW TO THE BERMUDA TERMINAL CONTROL AREA FACILITY (TCAF). THE BERMUDA TCAF USES POSITIVE RADAR CONTROL PROCEDURES WITHIN THE BERMUDA CONTROL AREA. CANCELLATION OF IFR FLIGHT AFTER ENTRY INTO THE CONTROL AREA IS NOT PERMITTED. ALL INBOUND TRANSPONDER EQUIPPED AIRCRAFT SHALL RESPOND ON MODE 3A, CODE 2100 UPON ENTRY INTO THE CONTROL AREA. NON-TRANSPONDER EQUIPPED AIRCRAFT OR AIRCRAFT WITH INOPERATIVE TRANSPONDER SHALL BE ASSIGNED SPECIFIC IFR FLIGHT LEVELS UPON ENTERING THE CONTROL AREA. ALL INTERNATIONAL FLIGHTS

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WHICH PLAN TO PENETRATE THE CONTROL AREA, MUST INCLUDE THE BERMUDA TCAF AS AN AFTN ADDRESSEE ON THE ICAO FILED FLIGHT PLAN. THE BERMUDA TCAF AFTN ADDRESS IS MXKFZG. (FAA).

SPECIAL NOTICE--NEW YORK OCEANIC CONTROL AREA: EFFECTIVE IMMEDIATELY ALL AIR CARRIERS, PRIVATE AND MILITARY USERS FLIGHT PLANNING TO OPERATE THROUGH THE NEW YORK OCEANIC CONTROL AREA SHALL, IN ACCORDANCE WITH ICAO DOCUMENT 7030, PARA 4.6, ADD NEW YORK OCEANIC CONTROL AS KZNYZQ AS AN ADDRESSEE. FOR THOSE FOLLOWING THIS PROCEDURE, PLEASE ENSURE THAT CORRECT CALL LETTERS ARE BEING USED. MANY FLIGHT PLANS ARE BEING DUPLICATED AND IN SOME CASES TRIPLICATED. (FAA)

SPECIAL NOTICE - NEW YORK OCEANIC CONTROL AREA: EFFECTIVE 0001Z 30 OCTOBER 1980 WITHIN THE NEW YORK OCEANIC AIRSPACE, THE MINIMUM LATERAL SEPARATION APPLICABLE BETWEEN AIRCRAFT WHICH MEET THE MINIMUM NAVIGATION PERFORMANCE SPECIFICATIONS (MNPS) AND WHICH OPERATE WITHIN NORTH ATLANTIC AIRSPACE WILL BE REDUCED TO 60NM.

IN ADDITION, 60NM BETWEEN AIRCRAFT WHICH MEET MINIMUM NAVIGATION PERFORMANCE SPECIFICATIONS (MNPS) AND WHICH OPERATE IN MNPS AIRSPACE OR WHILE WITHIN THE NEW YORK OCEANIC AREA ARE TRANSITIONING TO OR FROM MNPS AIRSPACE AT MNPS FLIGHT LEVELS. (FAA)

UNTIL FURTHER ADVISED, THE NEW YORK OCEANIC CONTROL AREA HAS AND WILL BE OPERATING ON A RESTRICTED BASIS. THEREFORE, ANALYZATION OF ANTICIPATED TRAFFIC CONDITIONS FOR AN ADVANCED 24-HOUR PERIOD WILL BE DONE EACH DAY. A DECISION FOR FLOW CONTROL OR QUOTA FLOW WILL BE MADE AT THAT TIME AND ADJACENT FACILITIES NOTIFIED. ALL USERS PLANNING FLIGHTS THROUGH NEW YORK OCEANIC AREA (INCLUDING MILITARY) REGARDLESS OF FLIGHT LEVEL ARE MANDATORILY REQUIRED TO FLIGHT PLAN ON THE FOLLOWING ROUTES UNTIL FURTHER ADVISED:

1. IN44 POGGO 43N60W 44N50W 44N40W 44N30W 44N20W 4330N13W SANTIAGO
2. IN41 SLATN 40N60W 41N50W 41N40W 41N30W 41N20W 41N15W DIRMA/BUGIO
3. IN38 BLUE26 MXKF HENCH 34N60W 37N50W 39N40W FLORES NDB 39N20W 39N15W BUGIO
4. R99 27N50W 34N40W FLORES NDB 45N20W 47N08W NANTES
5. G61 27N45W 29N40W 33N30W 36N20W 37N15W BUGIO
6. ALTITUDE ASSIGNMENT FOR IN44/IN41/IN38/R99/G61/ ALTITUDES FOR DIRECTION OF FLIGHT. OTHER FLIGHT LEVELS WILL BE ON A TACTICAL/ PRIOR APPROVAL BASIS.
7. AMBER 699 - ALTITUDE ASSIGNMENT NORTHBOUND FL310. ALTITUDE ASSIGNMENT SOUTHBOUND FL370. OTHER ALTITUDES ON A TACTICAL/ PRIOR APPROVAL BASIS.
8. EXCEPTIONS TO THE MANDATORY REQUIREMENT ARE:
   A. FLIGHTS PROCEEDING TO/FROM UNITED KINGDOM TO BERMUDA:
      ALTITUDE ASSIGNMENT TO BERMUDA FL280.
      ALTITUDE ASSIGNMENT FROM BERMUDA FL290.
      OTHER ALTITUDES ON A TACTICAL/PRIOR APPROVAL BASIS.
   B. FLIGHT TO/FROM JFK/NORTH AFRICA COAST CANARY ISLANDS.
   C. CONCORDE FLIGHTS.
(I-C004)

PANAMA CTA/FIR

SPECIAL NOTICE: SEE THE ENTRY FOR PANAMA IN THE SECTION TITLED FOREIGN NOTICES IN THIS PUBLICATION.

SAN JUAN CTA/FIR

SPECIAL NOTICE: DUE TO INADEQUATE COORDINATION AND LACK OF COMMUNICATIONS, THE SAN JUAN INTERNATIONAL FLIGHT SERVICE STATION IS UNABLE TO PROVIDE COMMUNICATIONS SEARCH OR FLIGHT PLAN CANCELLATION SERVICES TO FLIGHTS TERMINATING AT THE FOLLOWING LOCATIONS: BEEF ISLAND (TORTOLA), ANEGADA, ANGUILLA, SABA, ST. EUSTACIUS, ST. BARTHELEMY, AND VIRGIN GORDA ISLANDS; OR AT GRAND CASE AIRPORT (ESPERANCE), ON ST. MAARTEN ISLAND. PILOTS MUST CANCEL THEIR FLIGHT PLANS IN ACCORDANCE WITH ICAO ANNEX 2, PARAGRAPH 3.3.1.5.4, BY TRANSMITTING AN ARRIVAL REPORT TO SAN JUAN RADIO. ALL AIRCRAFT ON A VFR FLIGHT PLAN MUST ESTABLISH TWO-WAY COMMUNICATIONS WITH SAN JUAN RADIO ON 126.7 OR 122.2 BEFORE OR AS SOON AS POSSIBLE AFTER ENTERING THE SAN JUAN FIR. (FAA)

NAME CODE CHANGE: EFFECTIVE FEBRUARY 19, 1981, THE NAME CODE "EXXON" WILL REPLACE "EVANS" FOR THE REPORTING POINT ON ATS ROUTE 21 AT THE NEW YORK/SAN JUAN FIR BOUNDARY 2700N 6523W. THIS ELIMINATES REDUNDANCY WITH A FIX IN MERIDA FIR. (FAA)

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FDC 2/808

U.S. CUSTOMS REGULATIONS AMENDMENT APRIL 2, 1982. ADVISORY. EFFECTIVE APRIL 1, 1982, PRIVATE AIRCRAFT THAT ENTER THE U.S. VIA THE U.S./MEXICO BORDER, THE GULF OF MEXICO COAST OR THE ATLANTIC OCEAN COAST SOUTH OF 31 DEGREES NORTH LATITUDE MAY BE AFFECTED BY AMENDMENT TO CUSTOMS REGULATIONS PART 6. EFFECTIVE APR 22, 1982, ALL CIVIL AIRCRAFT OPERATING IN A COAST ADIZ SOUTH OF 30 DEGREES NORTH LATITUDE OR EAST OF 86 DEGREES WEST LONGITUDE MAY BE AFFECTED BY AMENDMENT TO FAR PART 99. OPERATORS ARE URGED TO CONTACT THE NEAREST U.S. CUSTOMS OFFICE REGARDING THE AMENDED CUSTOMS REGULATION AND TO CONTACT THE NEAREST U.S. FLIGHT SERVICE STATION REGARDING THE AMENDED FAR.

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NORTH AMERICAN ROUTES FOR NORTH ATLANTIC TRAFFIC (NAR)

The following information is effective May 13, 1982. This information amends the NAR Routes as published in the International Flight Information Manual, Volume 30, dated April 1982.

A. ADDITIONS

SECTION I - NAR EASTBOUND ROUTES

(A) Common Portion (Eastbound)

NAR Designator	Inland Navigation Facility	Route Description	Coastal Fix
NA39	Nantucket	Canso	Color

SECTION II - NAR WESTBOUND ROUTES

(A) Common Portion (Westbound)

NAR Designator	Coastal Fix	Route Description	Inland Navigation Facility
NA26	Bancs	Sable Island HL506 Millinocket HL500	Sherbrooke
NA44	Color	Canso Halifax HL506 Millinocket HL500	Sherbrooke
NA86	St. Johns (NFLD)	HL573 J573	Kennebunk
*NA144	Springdale	Sydney HL575	Yarmouth
*NA146	Springdale	HL579 Stephenville Halifax HL575	Yarmouth
*NA166	Dotty	Stephenville Halifax HL575	Yarmouth
*NA212	St. Anthony	HL580 Stephenville Halifax HL575	Yarmouth
NA322	Kuujjuaq	La Grande Moosonee HL552 Sault Ste Marie HL548 J548 Pullman V84 Pappi	Chicago
NA324	Kuujjuaq	La Grande HL567 Val D'or HL545	Midland

*Routes NA144, NA146, NA166, NA212 are reserved for Kennedy Arrivals.

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(A) Common Portion (Westbound) (Cont'd)

R Designator	Coastal Fix	Route Description	Inland Navigation Facility
NA326	Kuujjuaq	HL545	Midland
NA328	Kuujjuaq	HL545 Chibougamau HL570	Montreal Mirabel/Dorval
NA332	Kuujjuaq	HL545 Chibougamau HL570 J570	Albany
NA334	Kuujjuaq	HL561 Wabush HL583 Sept Iles HL582 J582 Presque Isle	Kennebunk

(B) Non-Common Portion (Westbound)

VIA BOSTON

Non-Common Portions from Boston

Boston	J55 Hampton Coyle J37 Gordonsville J22 Pulaski Macey	Atlanta
Boston	J55 Sea Isle J121 Norfolk J79 Wilmington AR1 Hobee Blufi	Miami

VIA HERIN

Non-Common Portions from Herin

Herin	J174 Hyannis J150 Hampton Coyle J37 Gordonsville J22 Pulaski Macey	Atlanta
Herin	J174 Hyannis J150 Hampton J121 Norfolk J79 Wilmington AR1 Hobee Blufi	Miami

VIA KENNEBUNK

Non-Common Portions from Kennebunk

Kennebunk	J55 Hampton Coyle J37 Gordonsville J22 Pulaski Macey	Atlanta
Kennebunk	J55 Hampton J121 Norfolk J79 Wilmington AR1 Hobee Blufi	Miami

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(B) Non-Common Portion (Westbound) (Cont'd)

VIA YARMOUTH

Non-Common Portions from Yarmouth

Yarmouth	HL585 J585 J150 Hampton Coyle J37 Gordonsville J22 Pulaski Macey	Atlanta
Yarmouth	HL585 J585 J150 Hampton J121 Norfolk J79 Wilmington AR1 Hobee Blufi	Miami

B. MODIFICATIONS

SECTION II - NAR WESTBOUND ROUTES

(A) Common Portion (Westbound)

RENUMBER:	FROM	TO
	NA240	NA238
	NA260	NA258
	NA280	NA278
	NA290	NA296
	NA310	NA318

*U.S. GOVERNMENT PRINTING OFFICE:1982 361-437/122 1-3

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December 23, 1982

INTERNATIONAL NOTICES TO AIRMEN

US Department of Transportation
Federal Aviation Administration

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FOREWORD

THE INTERNATIONAL NOTICES TO AIRMEN PUBLICATION IS A BI-WEEKLY PUBLICATION CONTAINING SIGNIFICANT INTERNATIONAL NOTAM INFORMATION AND SPECIAL NOTICES WHICH MAY AFFECT A PILOT'S DECISION TO ENTER OR USE CERTAIN AREAS OF FOREIGN OR INTERNATIONAL AIRSPACE. THIS PUBLICATION COMPLEMENTS AND EXPANDS DATA CARRIED IN THE INTERNATIONAL FLIGHT INFORMATION MANUAL, AVAILABLE UPON SEPARATE SUBSCRIPTION. **ALL PILOTS SHOULD REVIEW THE FOREIGN AIRSPACE AND ENTRY RESTRICTIONS PUBLISHED IN THE INTERNATIONAL FLIGHT INFORMATION MANUAL DURING THE FLIGHT PLANNING PROCESS. FOREIGN AIRSPACE PENETRATION WITHOUT OFFICIAL AUTHORIZATION CAN INVOLVE BOTH DANGER TO THE AIRCRAFT AND THE IMPOSITION OF SEVERE PENALTIES AND INCONVENIENCE TO BOTH PASSENGERS AND CREW. A FLIGHT PLAN ON FILE WITH ATC AUTHORITIES DOES NOT NECESSARILY CONSTITUTE THE PRIOR PERMISSION REQUIRED BY CERTAIN OTHER AUTHORITIES. THE POSSIBILITY OF FATAL CONSEQUENCES CANNOT BE IGNORED IN SOME AREAS OF THE WORLD.**

THE INFORMATION CONTAINED IS DERIVED FROM INTERNATIONAL NOTAMS AND OTHER APPROPRIATE SOURCES. INTERNATIONAL NOTAMS ARE OF TWO TYPES, CLASS ONE INTERNATIONAL NOTAMS AND CLASS TWO INTERNATIONAL NOTAMS. CLASS ONE NOTAMS ARE THOSE NOTAMS DISSEMINATED VIA TELECOMMUNICATIONS. THESE NOTAMS ARE MADE AVAILABLE VIA TELECOMMUNICATIONS TO THE U.S. FLYING PUBLIC THROUGH THE INTERNATIONAL NOTAM OFFICE IN WASHINGTON, D.C., VIA THE LOCAL FLIGHT SERVICE STATIONS. CLASS TWO NOTAMS ARE NOTAMS DISSEMINATED VIA POSTAL SERVICES AND ARE NOT READILY AVAILABLE TO THE U.S. FLYING PUBLIC. THIS PUBLICATION COVERS NOTAM AND OTHER TEMPORARY, HAZARDOUS CONDITIONS WHICH ARE NOT READILY AVAILABLE TO THE FLYING PUBLIC AND INCLUDES INFORMATION ON RECORD AS OF 1200Z ON THE DATE APPEARING ON THE COVER. FOR LATEST INFORMATION, CONSULT CLASS I NOTAMS ISSUED BY TELECOMMUNICATIONS AT ANY FAA FLIGHT SERVICE STATION. THE FOREIGN NOTICES INCLUDED, ARE TO THE MAXIMUM EXTENT POSSIBLE, CARRIED AS ISSUED. THE ABBREVIATIONS USED ARE, IN MOST ALL INSTANCES, THOSE ABBREVIATIONS LISTED IN ICAO DOCUMENT DOC 8400. INFORMATION INCLUDED WILL INDICATE THE SOURCE FOLLOWING THE ENTRY. THIS WILL ASSIST THE USER IN ESTABLISHING THE CURRENCY OF THE INFORMATION CONTAINED, SHOULD HE SO DESIRE, WITH THE ORIGINATOR OF THE INFORMATION (SEE THE INTERNATIONAL FLIGHT INFORMATION MANUAL FOR FOREIGN NOTAM OFFICE AREAS OF RESPONSIBILITY AND FOR A LISTING OF FOREIGN NOTAM OFFICES WITH WHICH THE U.S. INTERNATIONAL NOTAM OFFICE EXCHANGES INFORMATION). INFORMATION SOURCES WILL BE INDICATED AS I OR II FOR CLASS ONE AND CLASS TWO NOTAMS, FOLLOWED BY THE NOTAM NUMBER; AIP FOR AERONAUTICAL INFORMATION PUBLICATION CHANGES, FOLLOWED BY THE AIP CHANGE NUMBER; AIC FOR AERONAUTICAL INFORMATION CIRCULAR, FOLLOWED BY THE AIC NUMBER; DOS FOR DEPARTMENT OF STATE ADVISORIES; AND FAA FOR FEDERAL AVIATION ADMINISTRATION.

THE INTERNATIONAL NOTICES TO AIRMEN PUBLICATION GIVES WORLD WIDE COVERAGE IN EACH ISSUE. COVERAGE FOR THE U.S. AND ITS EXTERNAL TERRITORIES IS LIMITED AND NORMALLY WILL NOT INCLUDE DATA AVAILABLE ON DOMESTIC NOTAM CIRCUITS OR PUBLISHED IN OTHER OFFICIAL SOURCES AVAILABLE TO THE USER.

EACH ISSUE OF THIS PUBLICATION IS COMPLETE IN ITSELF AS FAR AS DATA OF A TEMPORARY NATURE IS CONCERNED. TEMPORARY DATA IS REPEATED IN EACH ISSUE UNTIL THE CONDITION CEASES TO EXIST. PERMANENT DATA WILL BE CARRIED UNTIL IT IS SUFFICIENTLY PROMULGATED OR IS AVAILABLE IN OTHER PERMANENT SOURCES. THESE ITEMS WILL BE PREFIXED BY A SOLID DOT (•) WHEN THEY ARE TO BE REMOVED FROM FUTURE EDITIONS. THIS WILL AID THE USER IN THE IDENTIFICATION OF THOSE PERMANENT ITEMS WHICH HE, THE USER, MAY WISH TO RETAIN FOR HIS OWN RECORDS. NEW ITEMS TO THIS PUBLICATION ARE IDENTIFIED BY UNDERSCORING THE FIRST LINE OF THE NEW ENTRY.

IN CARRYING OUT ITS EXPRESSED PURPOSE OF PROVIDING A NOTICE TO AIRMEN SERVICE, THIS PUBLICATION INCLUDES DATA ISSUED BY FOREIGN GOVERNMENTS. IT SHOULD BE CLEARLY UNDERSTOOD THAT THE PUBLICATION OF SUCH DATA IN NO WAY CONSTITUTES A LEGAL RECOGNITION OF THE INTERNATIONAL VALIDITY OF SUCH DATA. THE SCOPE OF THIS PUBLICATION PRECLUDES ANY ATTEMPT TO TABULATE ALL NOTAM DATA. WHILE EVERY EFFORT IS MADE TO PUBLISH ALL PERTINENT DATA, THE FEDERAL AVIATION ADMINISTRATION CANNOT ASSUME ANY LIABILITY FOR FAILURE TO PUBLISH ANY PARTICULAR ITEM.

COMMUNICATIONS WITH THE EDITORS OF THIS PUBLICATION, INCLUDING NOTIFICATION OF ERRONEOUS OR OBSOLETE DATA, SHOULD BE DIRECTED TO THE FEDERAL AVIATION ADMINISTRATION, NATIONAL FLIGHT DATA CENTER (AAT-430), 800 INDEPENDENCE AVE., SW, WASHINGTON, D.C. 20591 (TELEPHONE 202-426-3432 0800-1700 MONDAY-FRIDAY; OTHER TIMES CALL 202-426-3390). SUBSCRIPTIONS FOR THIS PUBLICATION SHOULD **NOT** BE FORWARDED TO THE FEDERAL AVIATION ADMINISTRATION. THIS PUBLICATION IS SOLD BY THE SUPERINTENDENT OF DOCUMENTS, U.S. GOVERNMENT PRINTING OFFICE, WASHINGTON, D. C. 20402. ALL QUERIES CONCERNING YOUR SUBSCRIPTION OR PRICES SHOULD BE DIRECTED ONLY TO THE SUPERINTENDENT OF DOCUMENTS.

FOREIGN NOTICES

AFGHANISTAN

APPLICATION FOR OPERATION OF NON-SCHEDULED FLIGHTS INTO THE TERRITORY OF AFGHANISTAN SHALL BE SENT THROUGH DIPLOMATIC CHANNEL TO THE MINISTRY OF FOREIGN AFFAIRS OF THE DEMOCRATIC REPUBLIC OF AFGHANISTAN GIVING ALL DETAILS SPECIFIED IN AIP AFGHANISTAN SECTION FAL PARA. 1.3.1.1 DATED SEPTEMBER 1982. (II A13/82)

ARGENTINA

BUENOS AIRES/AEROPARQUE JORGE NEWBERY AIRPORT: AVASI COMMISSIONED RWY 31. (II 77/82)

BELIZE

AT THE BELIZE INTERNATIONAL AIRPORT PRECISION APPROACH PATH INDICATORS (PAPIS) ARE OPERATIONAL ON RUNWAY 07/25. THE VISUAL APPROACH SLOPE INDICATORS (VASIS) HAVE BEEN WITHDRAWN FROM SERVICE. (II A24/82)

BERMUDA

SPECIAL NOTICE: SEE SPECIAL NOTICE UNDER NEW YORK OCEANIC CONTROL AREA UNDER THE SECTION TITLED U. S. OCEANIC CONTROL AREA NOTICES IN THIS PUBLICATION.

BOLIVIA

SANTA CRUZ. NO DISPENSIBLE JET FUEL JP-1 AVAILABLE FOR CHARTER AIRCRAFT. (II-25/81)

CANADA

RESTRICTIONS TO LIGHT AIRCRAFT, TORONTO INTERNATIONAL AIRPORT: AN EXTENSIVE RECONSTRUCTION PROGRAM AT TORONTO INTERNATIONAL AIRPORT THIS COMING SUMMER AND FALL WILL CAUSE AT LEAST ONE RUNWAY TO BE OUT OF USE. TEMPORARY RESTRICTIONS TO VFR TRAFFIC AND CERTAIN TYPES OF IFR TRAFFIC HAVE BEEN EXERCISED AT TORONTO INTERNATIONAL AIRPORT SINCE THE SUMMER OF 1979 AS OUTLINED IN THE VFR, IFR AND NORTHERN SUPPLEMENTS AND PROMULGATED BY CLASS I NOTAM. IN VIEW OF THE KNOWN RUNWAY LIMITATIONS OUTLINED ABOVE, VFR AND IFR OPERATIONS BY CIVIL AIRCRAFT OF LESS THAN 70000 POUNDS PERMISSIBLE TAKE-OFF WEIGHT TO OR FROM TORONTO INTERNATIONAL AIRPORT WILL BE PROHIBITED DURING THE PERIODS FROM 07:00 - 10:00 HOURS AND FROM 15:00 - 20:00 HOURS LOCAL TIME FROM 1 JULY 1981 TO 15 NOVEMBER 1981, AND FROM 1 JULY 1982 TO 15 NOVEMBER 1982 ALL TIMES AND DATES INCLUSIVE.

IN THE EVENT THAT LESS STRINGENT RESTRICTIONS BECOME OPERATIONALLY ACCEPTABLE DURING THESE PERIODS VARIATIONS FROM THE FOREGOING WILL BE ANNOUNCED BY CLASS I NOTAM. (II 2/81)

CHINA (PEOPLES REPUBLIC)

SPECIAL NOTICE: AVAILABILITY OF INTERNATIONAL AIR ROUTE FROM A POINT ON SINOBURMESE BORDER TO HONG KONG FOR INTERNATIONAL TRANSIT FLIGHTS AND THE GUANGZHOU (CANTON AIRPORT AS INTERNATIONAL ALTERNATE--FOR THE SAFETY AND CONVENIENCE OF INTERNATIONAL FLIGHTS, THE GENERAL ADMINISTRATION OF CIVIL AVIATION OF CHINA HAS DECIDED TO PROVIDE, WITH IMMEDIATE EFFECT, THE FOLLOWING FACILITIES:

1. THE INTERNATIONAL AIR ROUTE FROM THE ENTRY/EXIT POINT (23°26′N 98°54.5′E) ON THE SINO-BURMESE BORDER--LINCANG (LINGTSANG)--BOSE (POSEH)--GAOYAO (KAOYAO)--GUANTZHOU (CANTON) TO HONG KONG FOR ALL FOREIGN TRANSIT FLIGHTS, SCHEDULED AND NON-SCHEDULED;
2. THE INTERNATIONAL AIRPORT, GUANGZHOU (CANTON)--BAIYUN (PAIYUN), AS AN ALTERNATE TO ALL TRAFFIC BOUND FOR HONG KONG OR OPERATING ON THE AFORESAID INTERNATIONAL AIR ROUTE.

ALL FOREIGN CIVIL AIRCRAFT OPERATORS DESIRING TO OPERATE ON THE ABOVE ROUTE OR TO USE THE ABOVE AIRPORT AS AN ALTERNATE MAY FILE THEIR APPLICATIONS DIRECT OR THROUGH DIPLOMATIC CHANNELS WITH THE GENERAL ADMINISTRATION OF CIVIL AVIATION OF CHINA, BEIJING (PEKING). (II-16/79)

COLOMBIA

WITH IMMEDIATE EFFECT UNTIL FURTHER NOTICE JET JP/1 FUEL OIL NOT AVAILABLE. (II 08/82)

CUBA

GUANTANAMO BAY NAS: THE U.S. NAVAL AIRFIELD/FACILITIES LOCATED IN GUANTANAMO BAY ARE CLOSED TO ALL CIVILIAN AIR TRAFFIC EXCEPT FOR VALID EMERGENCIES. ALL EMERGENCY LANDINGS MADE WILL BE THOROUGHLY INVESTIGATED BY U.S. AUTHORITIES AS TO THEIR VALIDITY AND THE NATURE OF THEIR BUSINESS. (ZMA 181651Z)

ETHIOPIA

ASSAB AIRPORT: JET A1 FUEL NOT AVAILABLE UNTIL FURTHER NOTICE. (II 3/82)

HONG KONG

ESTIMATED TIME OF ARRIVAL: THE FOLLOWING DEFINITION OF ESTIMATED TIME OF ARRIVAL (ETA) HAS RECENTLY BEEN INTRODUCED BY ICAO:

"FOR IFR FLIGHTS, THE TIME AT WHICH IT IS ESTIMATED THAT THE AIRCRAFT WILL ARRIVE OVER THAT DESIGNATED POINT, DEFINED BY REFERENCE TO NAVIGATION AIDS, FROM WHICH IT IS INTENDED THAT AN INSTRUMENT APPROACH PROCEDURE WILL BE COMMENCED, OR, IF NO NAVIGATION AID IS ASSOCIATED WITH THE AERODROME, THE TIME AT WHICH THE AIRCRAFT WILL ARRIVE OVER THE AERODROME.
FOR VFR FLIGHTS, THE TIME AT WHICH IT IS ESTIMATED THAT THE AIRCRAFT WILL ARRIVE OVER THE AERODROME."

THEREFORE WEF 26 NOV 1981, FOR UNIFORMITY AND SIMPLICITY OF APPLICATION, ITEM 17 OF FPL'S FOR ALL FLIGHTS DESTINED FOR HONG KONG SHOULD BE COMPUTED USING "CH" VOR/"CC" NDB AS THE DESIGNATED POINT FOR PLANNING PURPOSES, IRRESPECTIVE OF THE APPROACH PROCEDURE TO BE USED. (II A13/81)

CHARTER FLIGHT REQUIREMENTS:
POLICY GOVERNING NON-SCHEDULED AIR SERVICES TO AND FROM HONG KONG HAS BEEN REVISED AND THE FACILITATION SECTION OF THE HONG KONG AIP WILL BE AMENDED AS SOON AS POSSIBLE TO REFLECT THIS.
IN THE MEANTIME, THE CHARTER FLIGHT REQUIREMENTS SET OUT IN FAL 1-4 TO FAL 1-6 (PARA. 4) ARE SUPERSEDED WITH EFFECT FROM 15TH JUNE 1982 BY THE FOLLOWING TEXT:

"APPLICATIONS FOR NON-SCHEDULED AIR SERVICES FOR THE CARRIAGE OF PASSENGERS OR CARGO WILL NORMALLY BE APPROVED IF THE DIRECTOR OF CIVIL AVIATION IS SATISFIED THAT THE APPLICANT HAS REASONABLY DEMONSTRATED THAT CORRESPONDING SCHEDULED SERVICES CANNOT SATISFY A GENUINE DEMAND BY PROVIDING THE SERVICE OR CAPACITY REQUIRED AT THE PRICE OFFERED

AND, IN THE CASE OF APPLICATIONS MADE BY AIRLINES BASED OUTSIDE HONG KONG, THAT THE GOVERNMENT OF THE COUNTRY IN WHICH THE AIRLINE IS BASED WOULD AFFORD NO LESS FAVORABLE TREATMENT TO A HONG KONG BASED AIRLINE MAKING A SIMILAR APPLICATION." (II A05/82)

ITALY

OLBIA/COSTA SMERALDA AERODROME
UNTIL FURTHER NOTICE REFUELLING SERVICE IS ASSURED AS FOLLOWS:
A) FOR DOMESTIC COMMERCIAL FLIGHTS:
1. 0600-1600 WORKING DAYS;
2. HOLIDAYS AND HOURS 1600-1930 CONTACT ESSO COMPANY BY TELEPHONE NR 0789/23906.
B) FOR INTERNATIONAL FLIGHTS:
1. 0600-1200 WORKING DAYS;
2. HOLIDAYS AND HOURS 1200-1930 CONTACT ESSO COMPANY BY TELEPHONE NR 0789/23906 AND CUSTOMS;
C) FUEL AVAILABLE: 100L AND JP1. (II A302/81)

BARI AERODROME. AVGAS 100L IS NOT AVAILABLE FOR CIVIL AIRCRAFT UFN. (II A139/82)

JORDAN

EXTRA, CHARTER AND CARGO FLIGHTS TO AMMAN AIRPORT. WITH EFFECT FROM 24TH OCTOBER 1980 AND UNTIL FURTHER NOTICE DUE TO HEAVY CONGESTION AT AMMAN AIRPORT BECAUSE OF THE PRESENT SITUATION, ALL OPERATORS TO ADHERE STRICTLY TO THE FOLLOWING TIMING WHEN REQUESTING LANDING PERMISSION AT AMMAN AIRPORT FOR EXTRA, CHARTER, OR CARGO FLIGHTS: (2000-0500) GMT. NO APPROVAL FOR EXTRA, CHARTER OR CARGO FLIGHTS WILL BE GRANTED OUTSIDE THE ABOVE MENTIONED PERIOD. ARRIVALS AND DEPARTURES SHOULD BE DURING THE ABOVE MENTIONED PERIOD. (II 2/81)

LIBERIA

MONROVIA/ROBERTS INTL AIRPORT: AVGAS 100/130 COMPLETELY WITHDRAWN UNTIL FURTHER NOTICE. (II 4/80)

MALI

BAMAKO/SENOU AIRPORT: UFN ALL NON-SCHEDULED FLIGHTS MUST PROVIDE 48 HOUR PRIOR NOTICE FOR JET FUEL TYPE A-1. NOTIFICATION MESSAGES MUST INCLUDE THE FLIGHT NUMBER, DATE AND HOUR OF ARRIVAL AND THE QUANTITY OF FUEL REQUIRED. CONFIRMATION OF FUEL AVAILABILITY MUST BE RECEIVED PRIOR TO DEPARTING FOR MALI. (SENEGAL II 3223/79)

MAURITANIE

NOUAKCHOTT AIRPORT: UFN ALL NON-SCHEDULED FLIGHTS MUST PROVIDE 48 HOUR PRIOR NOTICE FOR JET FUEL TYPE A-1. NOTIFICATION MESSAGES MUST INCLUDE THE FLIGHT NUMBER, DATE AND HOUR OF ARRIVAL AND THE QUANTITY OF FUEL REQUIRED. CONFIRMATION OF FUEL AVAILABILITY MUST BE RECEIVED PRIOR TO DEPARTING FOR MAURITANIE. (SENEGAL II 3228/79)

NETHERLANDS ANTILLES

PRINSES JULIANA AIRPORT - ST. MAARTEN: FUEL JET A-1 AVAILABLE TO SHELL CONTRACTED CUSTOMERS ONLY AT AN ALLOCATED AMOUNT UNTIL FURTHER NOTICE. (II-34/79)

PRINSES BEATRIX AIRPORT - ARUBA: DUE TO FREQUENT VIOLATION OF ARTICLE 29 OF THE CONVENTION ON INTERNATIONAL CIVIL AVIATION AND OF OUR NATIONAL LAWS AND REGULATIONS ON THE SAME SUBJECT, AIRMEN ARE ADVISED THAT STRICT INSPECTION OF AIRCRAFT DOCUMENTS AND CREWMEMBER LICENSES WILL BE CARRIED OUT AND THAT FAILURE TO CARRY VALID DOCUMENTS AND CERTIFICATES MAY RESULT IN LEGAL PROSECUTION. (II 18/82)

PAKISTAN

KARACHI/LAHORE FIR - PROCEDURES FOR PILOTS WHEN LOST NEAR PAKISTAN BORDER:

1. OCCASIONS MAY ARISE WHEN DUE TO CIRCUMSTANCES BEYOND HIS CONTROL, A PILOT MAY DEVIATE FROM AUTHORIZED ROUTE.

2. AIRCRAFT OPERATING OVER PAKISTAN WHEN LOST CLOSE TO NEAREST FIC/ATS UNIT AND GIVE FLIGHT PLAN, NATIONALITY, APPROXIMATE POSITION OR LAST KNOWN POSITION, HEADING, HEIGHT ETC.

3. IF ANY AIRCRAFT OPERATING IN PROXIMITY OF THE PAKISTAN TERRITORY ENTERS PAKISTAN AIRSPACE WITHOUT PRIOR AUTHORIZATION THE PILOT-IN-COMMAND SHALL INFORM APPROPRIATE ATS UNIT IN PAKISTAN BY THE QUICKEST MEANS AVAILABLE OF THE FOLLOWING:

A. POSITION, FLIGHT LEVEL AND TIME AT WHICH THE DEVIATION FROM THE ROUTE IS EXPECTED TO BE MADE.
B. DIRECTION AND DISTANCE UP TO WHICH THE AIRCRAFT IS LIKELY TO DEVIATE FROM THE ROUTE.
C. POSITION, TIME AND FLIGHT LEVEL OF RE-ENTRY INTO THE ROUTE.

4. IF ANY AIRCRAFT FAILS TO INFORM THE AIR TRAFFIC SERVICES UNIT CONCERNED ABOUT ANY DEVIATION FROM A PRESCRIBED ROUTE, IT IS LIKELY TO BE INTERCEPTED BY FIGHTER AIRCRAFT. (II 3/80)

KARACHI: IN VIEW OF CONFLICT OF TRAFFIC DUE TO LACK OF RADIO CONTACT WITH LAHORE/KARACHI CENTRE FOLLOWING LEVEL RESTRICTIONS SHALL APPLY TO FLIGHTS OPERATING IN LAHORE AND KARACHI FIR UNLESS OTHERWISE CLEARED BY LAHORE OR KARACHI CENTRE AS APPLICABLE. EASTBOUND AIRCRAFT SHALL MAINTAIN FL 290 WHILE ON SECTOR KABUL/LAHORE FIR BOUNDARY-FORT SANDEMAN-RAHIMYAR KHAN-KARACHI/DELHI FIR BOUNDARY AND SECTOR KABUL/KARACHI FIR BOUNDARY (SHER KHAN)-NWAWASHAH-KARCHI. THESE PROCEDURES ARE IN ADDITION TO THE ATS PROCEDURES CONTAINED IN AIP OF PAKISTAN. LEVEL RESTRICTION ARE APPLICABLE ONLY TO THOSE FLIGHTS WHICH CANNOT CONTACT LAHORE OR KARACHI CENTRE FIFTEEN MINUTES PRIOR TO ENTERING RESPECTIVE FIR. TO OPERATE ON LAST ASSIGNED FL ALL PILOTS ARE ADVISED THAT THEY MUST ESTABLISH CONTACT WITH LAHORE OR KARACHI CENTRE AS APPLICABLE PRIOR TO ENTERING LAHORE OR KARACHI FIR. (II 12/80)

KARACHI: BAN ON RHODESIAN (ZIMBABWEAN) REGISTERED AIRCRAFT AND ON FLIGHT OPERATING TO OR FROM ZIMBABWE LIFTED. (II 8/82)

PANAMA

SPECIAL NOTICE: ENROUTE IFR FLIGHTS OPERATING WITHIN THE PANAMA CTA AND OUTSIDE THE EFFECTIVE RANGE OF PUBLISHED PANAMA CENTER VHF/UHF FREQUENCIES ARE REQUIRED TO ESTABLISH AND MAINTAIN COMMUNICATIONS WITH PANAMA RADIO. IFR ACFT ENTERING THE PANAMA CTA SHALL MAKE A STANDARD POSITION REPORT AT THE CTA BOUNDARY TO PANAMA ARTCC THROUGH PANAMA RADIO. PRIMARY AND ALTERNATE FREQUENCIES: PRIMARY 6666 KHZ, ALTERNATE 2889 KHZ WHEN OPERATING SOUTH OF 09-00N/TBG. PRIMARY 6540 KHZ, ALTERNATE 8959 KHZ WHEN OPERATING NORTH OF 09-00N/TBG. ADDITIONAL FREQUENCIES AVAILABLE ARE 5568 KHZ, AND 10017 KHZ.

U.S. MILITARY FLIGHTS AND CIVIL ACFT UNABLE TO ESTABLISH COMMUNICATIONS WITH PANAMA RADIO MAY UTILIZE ALBROOK AIRWAYS ON USB FREQUENCIES 3144/5170 KHZ 0000-1200Z, 8993/11176 KHZ 24 HOURS DAILY, 15015/18003 KHZ 1200-0000Z. WHEN OPERATING WITHIN THE EFFECTIVE RANGE OF PUBLISHED PANAMA CENTER VHF/UHF FREQUENCIES ENROUTE IFR AIRCRAFT ARE REQUIRED TO MAINTAIN DIRECT PILOT/CONTROLLER COMMUNICATIONS UTILIZING 125.5 OR 352.0 MHZ, ALTERNATES 120.3 OR 317.7 MHZ. ALL AIRCRAFT OPERATING WITHIN THE PANAMA CTA/FIR EQUIPPED WITH FUNCTIONING TRANSPONDER SHOULD SET TRANSPONDERS TO REPLY ON THE FOLLOWING MODES/CODES IN ACCORDANCE WITH TYPE OF FLIGHT PLAN AND ALTITUDE STRATUM. IFR AIRCRAFT BELOW FLIGHT LEVEL 200 MODE A/3 CODE 1100. AT AND ABOVE FLIGHT LEVEL 200 MODE A/3 CODE 2100. VFR AIRCRAFT, MODE A/3 CODE 1200. OTHER TRANSPONDERS REPLIES WILL BE ASSIGNED BY PANAMA ACC AS NECESSARY. (FAA)

PERU

TALARA/CAPITAN MONTES AIRPORT: AVGAS 100/130 NOT AVAILABLE UNTIL FURTHER NOTICE. (II 61/82)

PHILIPPINE ISLANDS

PRIOR APPROVAL OF FLIGHT PLAN BY AVSECOM REQUIRED FOR GENERAL AVIATION AIRCRAFT: AS OF 0150 GMT, 23 DECEMBER 1981, GENERAL AVIATION AIRCRAFT DEPARTING FROM MANILA INTERNATIONAL AIRPORT SHALL SECURE APPROVAL OF THEIR FLIGHT PLAN FROM THE AVIATION SECURITY COMMAND (AVSECOM) BEFORE SUCH FLIGHT PLANS ARE FILED AT THE MANILA FLIGHT SERVICE STATION (FSS) OR MANILA FLIGHT OPERATIONS BRIEFING STATION (FOBS). (II A6/82)

LAOAG INTERNATIONAL AIRPORT: RUNWAY 01/19 EXTENDED TO 1880M. (II A56/82)

SOLOMON ISLANDS

AGA-SOLOMON ISLANDS -FUEL LIMITATIONS:

1. WITH EFFECT FROM 21ST JULY 1979 LIMITATIONS OF AVAILABILITY OF AVIATION FUEL WILL BE BROUGHT INTO EFFECT AT ALL LOCATIONS WITHIN SOLOMON ISLANDS.

2. REFUELING OF AIRCRAFT WITH BOTH AVIATION GASOLINE AND AVIATION TURBINE FUEL WILL BE LIMITED TO THE SUPPLY TO THOSE CARRIERS OR PRIVATE OPERATORS WHO HAVE EITHER AN AGREED ACCOUNT WITH THE SHELL COMPANY OR WHO ARE IN POSSESSION OF A SHELL FUEL CARNET.

3. NO AVIATION FUEL CAN BE MADE AVAILABLE TO ANY OTHER OPERATORS, EVEN ON A DIRECT CASH SALE BASIS.

4. FUEL IS NORMALLY ONLY AVAILABLE AT HONIARA/HENDERSON AIRPORT IN THE CASE OF BOTH AVGAS AND AVTUR. LIMITED STOCKS OF AVGAS ARE HELD AT MUNDA, KIRAKIRA, AND GRACIOSA BAY FOR USE BY THE LOCAL AIRLINE ONLY. (II-10/79)

AGA - AERODROMES OF ENTRY/CUSTOMS AIRPORTS

1. IT IS HEREBY NOTIFIED THAT THE UNDERMENTIONED AERODROMES ARE DEFINED AS AIRPORTS OF ENTRY INTO SOLOMON ISLANDS, IN RESPECT OF ALL INTERNATIONAL FLIGHTS: -

HONIARA/HENDERSON
GIZO/NUSATUPE
GRACIOSA BAY/LOUVA
MUNDA

2. HOURS OF OPERATION OF THE AERODROMES AND FACILITIES AVAILABLE ARE: - HOURS OF OPERATION: SUNRISE TO SUNSET (NB) FACILITIES FOR INTERNATIONAL FLIGHTS: CUSTOMS IMMIGRATION AND QUARANTINE DURING NORMAL GOVERNMENT WORKING HOURS, IE 0730 TO 1600 LOCAL TIME (2030 TO 0500 GMT) MONDAY TO FRIDAY, AT NO CHARGE. OUTSIDE THESE HOURS AN ATTENDANCE FEE IS CHARGEABLE.

(N.B. HONIARA/HENDERSON AIRPORT IS AVAILABLE BETWEEN SUNSET AND SUNRISE BY PRIOR ARRANGEMENT IN THE CASE OF DELAYED SCHEDULED SERVICES OR FOR EMERGENCY FLIGHTS ONLY. FLIGHTS BY OTHER AIRCRAFT IN THE NIGHT PERIOD WILL ONLY BE PERMITTED IN EXCEPTIONAL CIRCUMSTANCES AND SUBJECT TO PRIOR REQUEST AND ARRANGEMENT). (II 3/81)

SUDAN

AVAILABILITY OF AVGAS 100L FUEL IN THE SUDAN: AVGAS 100L FUEL IS AVAILABLE ONLY AT KHARTOUM AIRPORT FOR DOMESTIC FLIGHTS. UPLIFTS FOR INTERNATIONAL FLIGHTS ARE SUBJECT TO PRIOR REQUEST AND APPROVAL FROM SHELL CO. OF THE SUDAN. (II 08/79)

THE POSSESSION OF VALID IMPORT LICENSE FOR CARGO CONSIGNED TO SUDAN: ALL AIR CARRIERS OPERATING SCHEDULED OR NON-SCHEDULED FLIGHTS TO THE SUDAN ARE HEREBY REQUIRED TO ENSURE THE AVAILABILITY OF VALID IMPORT LICENSE FOR CARGO CONSIGNED TO THE SUDAN. CARGO NOT FULFILLING THE REQUIREMENTS OF VALID IMPORT LICENSE SHALL BE DENIED OFF-LOADING. PERSONAL EFFECTS AND PERSONAL HOUSEHOLD NOT EXCEEDING THE VALUE EQUIVALENT TO 500 SUDANESE POUNDS SHALL BE EXEMPTED FROM THE REQUIREMENT OF IMPORT LICENSE. ALL OPERATORS ARE KINDLY REQUESTED TO ADHERE TO THIS RULE. (II 19/77)

SWITZERLAND

SUBMISSION OF IFR-FLIGHT PLANS (FPL): ARTICLE 28, PARA 2, OF THE SWISS RULES OF THE AIR PRESCRIBES THAT "FOR IFR-FLIGHTS AND VFR-FLIGHTS AT NIGHT THE FPL SHALL BE SUBMITTED AT LEAST 30 MINUTES PRIOR TO DEPARTURE."

EXPERIENCE SHOWS THAT IN MANY CASES WHEN FPL ARE RECEIVED NOT MORE THAN 30 MINUTES BEFORE ETD PILOTS WILL HAVE TO BE PREPARED FOR A CERTAIN DELAY. THIS IS DUE TO THE FACT THAT IN MOST CASES EXTENSIVE PRE-DEPARTURE COORDINATION, INCLUDING REQUEST OF SLOT-TIMES, HAS TO BE EFFECTED BY ATS.

IT IS THEREFORE STRONGLY SUGGESTED THAT PILOTS, ESPECIALLY WHEN PLANNING TO OPERATE INTO AREAS WHERE FLOW RESTRICTIONS ARE APPLICABLE, SUBMIT THEIR IFR-FPL AS SOON AS POSSIBLE BUT NOT LATER THAN 60 MINUTES PRIOR TO THE ESTIMATED TIME OF DEPARTURE TO AVOID UNNECESSARY DELAY. (AIC 17/81)

THAILAND

BANGKOK INTERNATIONAL AIRPORT - PEAK HOURS: DUE TO CRITICAL AIR TRAFFIC SATURATION AT BANGKOK INTERNATIONAL AIRPORT, WITH IMMEDIATE EFFECT, PEAK HOURS AT BANGKOK INTERNATIONAL AIRPORT ARE FROM 0200 TO 0530Z, 1000 TO 1300Z AND FROM 1500 TO 1700Z. ALL FOREIGN INTERNATIONAL NON-SCHEDULED AIRCRAFT SHOULD AVOID TO LAND WITH TRAFFIC PURPOSE AT BANGKOK INTERNATIONAL AIRPORT DURING THE DECLARED PEAK HOURS. RESTRICTION DURING PEAK HOURS FROM 1500 TO 1700Z SHALL BE STRICTLY IMPOSED ON NON-SCHEDULED B-747 TO LAND WITH ANY PURPOSES. (AIC 1/81)

UGANDA

ENTEBBE FIR: WITH IMMEDIATE EFFECT AND UNTIL FURTHER NOTICE, PERMISSION IS REQUIRED FOR ALL NON-SCHEDULED OVERFLIGHTS, TECHNICAL AND OTHER LANDINGS INCLUDING PRIVATE FLIGHTS. ANY SUCH AIRCRAFT, OTHER THAN AN OVERFLIGHT, MUST FIRST LAND AT ENTEBBE BEFORE PROCEEDING TO ANY DESTINATION IN UGANDA. DEPARTURES TO ANY DESTINATION OUTSIDE UGANDA MUST ORIGINATE FROM ENTEBBE.

APPLICATION SHOULD BE MADE TO:
THE PERMANENT SECRETARY
MINISTRY OF TRANSPORT
P.O. BOX 7087
KAMPALA, UGANDA

TELEX 61110 TRANSPCOM KAMPLA

IN ALL CASES, APPLICATION SHOULD CONTAIN THE FOLLOWING INFORMATION: (I) TYPE OF AIRCRAFT, (II) REGISTRATION AND/OR FLIGHT NUMBER OF AIRCRAFT, (III) NAME OF OWNER, (IV) NAME OF OPERATOR, (V) NAME OF CAPTAIN AND TOTAL NUMBER OF CREW MEMBERS, (VI) TOTAL NUMBER OF PASSENGERS OTHER THAN CREW MEMBERS, (VII) DETAILS OF ANY CARGO CARRIED, (VIII) REASON FOR THE FLIGHT.

THE PERMANENT SECRETARY WILL REPLY TO THE REQUEST WITH A COPY TO THE DIRECTOR GENERAL OF CIVIL AVIATION FOR INFORMATION.

THE CAPTAIN OF AN AIRCRAFT WHICH HAS BEEN GRANTED CLEARANCE BY THE PERMANENT SECRETARY, MINISTRY OF TRANSPORT, IS REQUIRED TO CARRY A COPY OF THE CLEARANCE WHEREVER HE LANDS AT UGANDA AIRFIELD OR OVERFLIES UGANDA AIRSPACE. AIP UGANDA FAL. 1-1, PARA 2.2 REFERS.

IN CASE OF FLIGHTS FOR HIRE AND REWARD, TRAFFIC RIGHTS ARE STILL GRANTED BY THE MINISTRY OF TRANSPORT AS LAID DOWN IN FAL O-1, PARA 1.3. THE RECEIPT OF TRAFFIC RIGHTS IS IN ADDITION TO THE CLEARANCE.

BY DIRECTION OF ACTING DIRECTOR GENERAL WYCLIFFE K. KATO. (II A22/82)

UNITED ARAB EMIRATES

RAS AL KHAIMAH: THE SMALLPOX VACCINATION IS NO LONGER REQUIRED FOR ARRIVAL AT RAS-AL-KHAIMAH INTL AIRPORT. (II 108/80)

SHARJAH: THE SMALLPOX VACCINATION IS NO LONGER REQUIRED FOR ARRIVAL AT SHARJAH INTL AIRPORT. (II 109/80)

ZAMBIA

LUSAKA FIR NON-SCHEDULED FLIGHTS: THE ZAMBIAN AIRSPACE IS NOW OPEN TO ALL NON-SCHEDULED FLIGHTS EXCEPT WESTERN PROVINCE. THOSE OPERATORS WISHING TO OPERATE INTO OR OVERFLY WESTERN PROVINCE OF ZAMBIA MUST APPLY TO THE COMMANDER ZAMBIA NATIONAL DEFENSE FORCES GIVING TEN (10) DAYS PRIOR NOTICE AND APPROVAL MUST BE RECEIVED BY THE APPLICANT BEFORE FLIGHT IS UNDERTAKEN.

THE APPLICATION MUST INCLUDE THE FOLLOWING:
(A) PILOTS NAME
(B) OPERATORS NAME AND ADDRESS
(C) TYPE OF AIRCRAFT AND REGISTRATION
(D) ROUTE OR AREA OF OPERATION
(E) PURPOSE OF FLIGHT DATES, TIMINGS ETC.

ALL APPLICATIONS ARE DIRECTED TO THE COMMANDER Z.N.D. FORCES. (II 5/80)

LUSAKA INTERNATIONAL AIRPORT: WITH EFFECT FROM 1 MARCH 1981 AND UNTIL FURTHER NOTICE, JET A-1 SUPPLIES REDUCED TO 80 PERCENT. THIS MEANS THAT CUSTOMERS UPLIFTS REDUCED TO 80 PERCENT OF THEIR 1980 ACTUAL OFF-TAKES. NON-SCHEDULED OPERATIONS ADVISED TO CONFIRM AVAILABILITY PRIOR TO DEPARTURE. THIS NOTAM REPLACES CLASS I NOTAM A022/81. (II A14/81)

DEPARTMENT OF STATE (DOS) ADVISORIES

ARGENTINA

TRAVEL ADVISORY
1. DUE TO INCREASING TENSIONS BETWEEN ARGENTINA AND THE UNITED KINGDOM, THE DEPARTMENT OF STATE ADVISES UNITED STATES CITIZENS TO AVOID TRAVEL TO ARGENTINA AT THIS TIME.
2. U.S. CITIZENS WHO FIND IT NECESSARY TO TRAVEL TO ARGENTINA AND THOSE RESIDING IN ARGENTINA ARE STRONGLY ADVISED TO REGISTER AT THE AMERICAN EMBASSY, 4300 COLOMBIA AVENUE, PALERMO, TELEPHONE: 774-7611. (DOS 5/82)

BARBADOS

REQUIREMENT FOR AIRCRAFT TOW BARS AT GRANTLEY ADAMS INTL AIRPORT.

1. BARBADOS MINISTRY OF EXTERNAL AFFAIRS HAS SENT ALL DIPLOMATIC MISSIONS CIRCULAR NOTE STATING THAT LARGE PURE-JET AIRCRAFT LANDING AT GRANTLEY ADAMS INTERNATIONAL AIRPORT MUST PARK NOSE-IN AND BE PUSHED BACK TO NOSE WHEEL GUIDELINES ON DEPARTURE. NOTE REQUESTS THAT ALL OPERATORS OF LARGE PURE-JET AIRCRAFT ENSURE THAT APPROPRIATE TOW-BARS ARE AVAILABLE LOCALLY OR CARRIED ON BOARD AIRCRAFT. (BRIDGETOWN 4191 8/18/81)

REPUBLIC OF CAMEROON

DOUALA AIRPORT: IT IS ABSOLUTELY MANDATORY THAT ALL AIRCRAFT HAVE CONFIRMED LANDING CLEARANCES BEFORE APPROACHING DOUALA AIRPORT. THE INFORMATION OUTLINED IN THE INTERNATIONAL FLIGHT INFORMATION MANUAL OF APRIL 1979 CONCERNING CAMEROON IS CORRECT AND MUST BE RIGOROUSLY FOLLOWED ALONG WITH THE SUGGESTION OF FORWARDING INFORMATION TO THE AMERICAN EMBASSY IN YAOUNDE (TELEX NR. 8233 KN) ATTN: ECON/COMM OFFICER AND TO THE AMERICAN CONSULATE IN DOUALA (TELEX NR. 5233 KN) ATTN: PRINCIPAL OFFICER. (DOS 1/7/80)

ETHIOPIA

THE DEPARTMENT OF STATE ADVISES THAT ASMARA/YOHANNES AIRPORT MAY BE RESTRICTED TO MILITARY USE ONLY AND THAT ADDIS ABABA BOLE INTERNATIONAL AIRPORT MAY BE THE ONLY AERODROME OF ENTRY INTO ETHIOPIA. (DOS 3/80)

GUATEMALA

IN ADDITION TO SATISFYING ENTRY REQUIREMENTS, FOREIGN PILOTS FLYING PRIVATE COMMERCIAL AIRCRAFT FROM GUATEMALA CITY/LA AURORA TO ANOTHER POINT OR POINTS IN GUATEMALA MUST REQUEST A SPECIAL FLIGHT PERMIT FROM THE GUATEMALAN DIRECTORATE GENERAL OF CIVIL AVIATION. THIS PERMIT CAN BE OBTAINED FROM THE OFFICE OF AIR TRANSIT ON WORKDAYS, AND AT OTHER TIMES FROM THE AERONAUTIC INFORMATION SERVICE OFFICE IN THE CIVIL AVIATION BUILDING, LA AURORA AIRPORT. A VALID PILOT'S LICENSE AND PROOF OF THIRD-PARTY INSURANCE COVERAGE MUST BE PRESENTED. A PILOT WHO PLANS TO OPERATE WITHIN GUATEMALA FOR MORE THAN ONE MONTH MUST SUBMIT HIS REQUEST IN WRITING, ON GUATEMALAN LEGAL PAPER, ALONG WITH PROOF OF THIRD-PARTY INSURANCE AND PILOT'S LICENSE, DIRECTLY TO THE DIRECTOR OF CIVIL AVIATION AT LA AURORA. (DOS 5/22/79)

MEXICO

EFFECTIVE 17 FEBRUARY 1981, THE GOVERNMENT OF MEXICO IMPOSED A FLIGHT PLAN FEE ON VISITING AIRCRAFT. FEES ARE 400 PESOS FOR FILING AN IFR FLIGHT PLAN AND 150 PESOS FOR FILING A VFR FLIGHT PLAN. (DOS 5/81)

NICARAGUA

THE GOVERNMENT OF NICARAGUA IS TIGHTENING ITS REGULATIONS REGARDING COMMERCIAL, PRIVATE AND MILITARY FLIGHTS INTO THEIR COUNTRY. PILOTS PLANNING FLIGHTS TO NICARAGUA SHOULD ASSURE THAT ENTRY, OVERFLIGHT AND LANDING AUTHORIZATION HAVE BEEN OBTAINED FROM THE APPROPRIATE AVIATION AUTHORITY PRIOR TO DEPARTURE AND THAT WHEN OPERATING WITHIN THEIR AIRSPACE STRICTLY COMPLY WITH THOSE REGULATIONS RELATING TO THE FLIGHT AND MANEUVER OF THE AIRCRAFT. (DOS 6/81)

SOUTH CHINA SEA

THE GENERAL ADMINISTRATION OF CIVIL AVIATION OF CHINA (PRC) ON OCTOBER 23, 1979, IMPLEMENTED ITS NOTAM #19 ESTABLISHING FOUR DANGER AREAS OVER THE SOUTH CHINA SEA. THREE OF THESE DANGER AREAS INFRINGE ON AIR ROUTE AMBER 1 BETWEEN DANANG AND HONG KONG. THE FOURTH DANGER AREA NEAR THE PARACEL ISLANDS (FOCAL COORDINATE 16 DEGREES 30 MINUTES N - 112 DEGREES 10 MINUTES E) CLOSES THE AIRSPACE 24 HOURS A DAY. IN ORDER TO INSURE AIR SAFETY, OPERATORS OF U.S. REGISTERED AIRCRAFT SHOULD FOLLOW HONG KONG NOTAM A26/80 AND SUBSEQUENT AMENDMENT WHEN FLYING THROUGH THE HONG KONG FLIGHT INFORMATION REGION. (DOS 11/12/79)

SPAIN

THE AMERICAN EMBASSY IN MADRID, SPAIN, ADVISES THAT BEARERS OF DIPLOMATIC AND OFFICIAL PASSPORTS MUST OBTAIN A VISA PRIOR TO THEIR ARRIVAL IN SPAIN. THERE ARE NO EXCEPTIONS TO THIS REQUIREMENT. OFFICIAL/DIPLOMATIC PASSPORT HOLDERS ARRIVING WITHOUT VISAS CAN EXPECT EITHER NOT TO BE ADMITTED AT ALL, OR TO SUFFER INTERMINABLE DELAYS AT THE AIRPORT WHICH MAY WELL INTERFERE WITH OFFICIAL WORK SCHEDULES OR PRIVATE ITINERARIES. (DOS 9/80)

THAILAND

THE AMERICAN EMBASSY IN BANGKOK, THAILAND, ADVISES THAT ALL U.S. GOVERNMENT PERSONNEL ASSIGNED TO PERFORM TEMPORARY DUTY IN THAILAND MUST OBTAIN AN ENTRY VISA PRIOR TO ARRIVING IN THAILAND. TRAVELERS ARRIVING WITHOUT A VISA MUST APPLY FOR A TRANSIT VISA WHICH IS VALID FOR ONLY FIFTEEN DAYS. IT CANNOT BE EXTENDED. TO PRECLUDE HAVING TO LEAVE THAILAND AFTER FIFTEEN DAYS, THE TRAVELER MUST OBTAIN A VISA PRIOR TO ARRIVAL. (DOS 9/80)

TURKS AND CAICOS ISLANDS:

CHARTER, COMMERCIAL AND FREIGHT AIRCRAFT REQUIRE 24 HOUR PRIOR PERMISSION TO LAND. ADDRESS TO: TELEX 8227, CHIEFMIN TO. (FAA)

PROCEEDING TO ZAMBIA BY AIR SHOULD BE ABLE TO ENJOY THEIR STAY IF THEY TAKE SOME SIMPLE PRECAUTIONS. THEY SHOULD ALWAYS TRAVEL AS A GROUP EVEN IN THE MAIN CITY CENTERS AND SHOULD INSIST ON BEING ACCOMPANIED BY A ZAMBIAN GUIDE. CAMERAS SHOULD NEITHER BE CARRIED NOR USED, EXCEPT IN GAME PARKS OR AT LOCATIONS SPECIFICALLY DESIGNATED BY THE TOUR LEADER. (DOS 5/2/79)

INTERNATIONAL OCEANIC AIRSPACE NOTICES

NORTH ATLANTIC

SPECIAL NOTICE--NORTH ATLANTIC REGIONAL SUPPLEMENTARY PROCEDURES ICAO DOCUMENT 7030 REQUIRES THAT, EXCEPT IN CASES OF EMERGENCY OR RADIO FAILURE, PILOTS OF AIRCRAFT FLYING IN THE NAT REGION AND BEFORE REACHING A POSITION WHICH IS 30 MINUTES FROM THE NEAREST BOUNDARY OF THE OCEANIC CONTROL AREAS SHALL OPERATE TRANSPONDERS ON:

1. MODE A/3 CODE 2000 WHEN EASTBOUND PRIOR TO REACHING A POSITION 30 MINUTES FROM THE EXIT BOUNDARY OF THE NAT REGION.
2. MODE A/3 CODE 3000 WHEN WESTBOUND PRIOR TO REACHING A POSITION 30 MINUTES FROM THE EXIT BOUNDARY OF THE NAT REGION.
3. OTHERS AS ASSIGNED BY ATC.

(NOTE: THE USE OF MODE A CODE 3000 FOR WESTBOUND FLIGHTS SHOULD BE CONSIDERED AS A STRICTLY TEMPORARY MEASURE UNTIL SUCH TIME AS CANADA AND THE UNITED STATES ARE ABLE TO EMPLOY CODE 2000 FOR THE PURPOSE.) ACCORDINGLY, WESTBOUND AIRCRAFT ARE REQUIRED TO SQUAWK MODE A CODE 3000 WHEN 30 MINUTES FLYING TIME FROM THE WESTERN BOUNDARY OF THE NEW YORK FIR/CTA. AIRCRAFT ENTERING THE BERMUDA TERMINAL CONTROL AREA ARE REQUESTED TO CONFORM WITH THE TRANSPONDER USAGE FOR WESTBOUND OR EASTBOUND FLIGHTS WHEN CROSSING THE BERMUDA BOUNDARY. (FAA)

REVISED POSITION REPORTING PROCEDURE IN THE NAT REGION

1. THE FOLLOWING REVISED POSITION REPORTING PROCEDURE REQUIRING THE INCLUSION OF AN ADDITIONAL ITEM (ITEM H) IN THE POSITION REPORT, WILL BE IMPLEMENTED ON A TRIAL BASIS BY GANDER, NEW YORK, REYKJAVIK, SANTA MARIA AND SHANWICK OACS, IN ORDER TO PROVIDE FOR EARLIEST POSSIBLE DETECTION OF MISUNDERSTANDINGS REGARDING THE ROUTE TO BE FOLLOWED BY AIRCRAFT IN THE NAT REGION AND ADJACENT TRANSITION AREAS.

2. EFFECTIVE 0900 GMT ON 20 NOVEMBER 1979, AIRCRAFT ENTERING, OPERATING WITHIN, OR LEAVING THE OCEANIC CONTROL AREAS OF GANDER, NEW YORK, REYKJAVIK, SANTA MARIA AND SHANWICK WILL TRANSMIT THE FOLLOWING ELEMENTS OF INFORMATION IN POSITION REPORTS TO THE APPROPRIATE OCEANIC CONTROL CENTRE:

A. THE WORD "POSITION"
B. AIRCRAFT IDENTIFICATION
C. PRESENT POSITION
D. TIME OVER PRESENT POSITION (HOURS AND MINUTES)
E. PRESENT FLIGHT LEVEL
F. ESTIMATED POSITION ON ASSIGNED ROUTE
G. TIME FOR ESTIMATED POSITION (HOURS AND MINUTES)
H. NEXT POSITION ON ASSIGNED ROUTE
I. ANY FURTHER INFORMATION E.G. AIREP DATA OR COMPANY MESSAGE.

SPOKEN EXAMPLE: POSITION AIR CANADA EIGHT SEVEN ZERO, FIVE ONE NORTH FIVE ZERO WEST, ONE FIVE ONE FIVE, FLIGHT LEVEL THREE SEVEN ZERO, ESTIMATING FIVE TWO NORTH FOUR ZERO WEST AT ONE SIX ZERO ZERO, NEXT FIVE TWO NORTH THREE ZERO WEST.

WRITTEN EXAMPLE: POS: AC870 51N50W 1515 FL370 EST 52N40W 1600 NEXT 52N30W. (FAA)

FUEL CONSERVATION: IN VIEW OF THE CURRENT ENERGY SITUATION, THE FOLLOWING POINTS ARE BROUGHT TO THE ATTENTION OF NAT PILOTS WITH A VIEW TO ENSURING THAT EACH AIRCRAFT IS OPERATED AS CLOSE AS POSSIBLE TO ITS OPTIMUM FLIGHT LEVEL AND MACH NUMBER.

1. PILOTS SHOULD REQUEST A CHANGE OF FLIGHT LEVEL OR MACH NUMBER WHENEVER THIS WOULD IMPROVE THE OPERATING EFFICIENCY OF THE AIRCRAFT. REFUSALS, DUE TO OTHER TRAFFIC, SHOULD NOT DETER PILOTS FROM CONTINUING TO MAKE SUCH REQUESTS.
2. WHEN CIRCUMSTANCES RENDER THIS FEASIBLE, CONTROLLERS WILL ASK ANOTHER AIRCRAFT TO ACCEPT A HIGHER FLIGHT LEVEL OR CHANGE OF MACH NUMBER IN ORDER TO FACILITATE CLEARANCES FOR AIRCRAFT WHICH WOULD OTHERWISE EXPERIENCE A SIGNIFICANT PENALTY. IN AGREEING TO SUCH A REQUEST, PILOTS WILL CONTRIBUTE TO THE OVERALL ECONOMY IN FUEL USED.
3. WHERE POSSIBLE, PILOTS SHOULD GIVE ADVANCE WARNING OF A REQUEST; E.G., IF A WESTBOUND FLIGHT WISHES TO CLIMB AT 30° W, IT WILL ASSIST THE CONTROLLER IF THE REQUEST IS MADE WITH THE 20° W POSITION REPORT.

SPECIAL NOTICE - NEW YORK VOLMET

NEW YORK VOLMET BROADCAST STARTING 4/17/82 BROADCAST ON FREQUENCY 13270 KHZ WILL BE DISCONTINUED FROM 1 HOUR AFTER SUNSET TO 1 HOUR BEFORE SUNRISE AND BROADCAST ON FREQUENCY 3001 KHZ WILL BE DISCONTINUED FROM 1 HOUR AFTER SUNRISE TO 1 HOUR BEFORE SUNSET. THE NEW YORK VOLMET WILL CONTINUE ITS 24 HOURS A DAY BROADCAST ON FREQUENCY 5652 KHZ AND 8868 KHZ. (FAA)

U.S. OCEANIC CONTROL AREA NOTICES

GENERAL

SPECIAL NOTICE--REDUCED LONGITUDINAL SEPARATION ALONG SPECIFIED OCEANIC FIXED ROUTES IN THE SAN JUAN, MIAMI, AND NEW YORK OCEANIC CONTROL AREAS. TEN MINUTES LONGITUDINAL SEPARATION MAY BE APPLIED BETWEEN TURBOJET AIRCRAFT TRANSITING ATS ROUTE B14, BETWEEN THE NEW YORK, MIAMI AND SAN JUAN OCEANIC CONTROL AREAS AND ALSO ON ATS ROUTES A25, A20 A21, AND A23 BETWEEN THE NEW YORK AND SAN JUAN OCEANIC CONTROL AREAS. THE USE OF 10 MINUTES LONGITUDINAL SEPARATION IS AUTHORIZED WITH ADHERENCE TO THE CRITERIA CONTAINED IN ATTACHMENT H TO ICAO DOC. 4444-RAC/501/10, PANSRAC, AND THE REGIONAL SUPPLEMENTARY PROCEDURES. SPECIFICALLY, 10 MINUTES LONGITUDINAL SEPARATION MAY BE USED BETWEEN TURBOJET AIRCRAFT FLYING AT THE SAME ALTITUDE/FLIGHT LEVEL PROVIDING THE FOLLOWING CONDITIONS ARE MET:
(1) THE AIRCRAFT CONCERNED HAVE REPORTED OVER THE SAME ENTRY POINT INTO OCEANIC CONTROL AIRSPACE AND WILL FLY THE SAME TRACK OR CONTINUOUSLY DIVERGING TRACKS.
(2) THE PRECEDING AIRCRAFT IS MAINTAINING A SPEED OF AT LEAST MACH 0.03 GREATER THAN THAT OF THE FOLLOWING AIRCRAFT. (FAA)

SPECIAL NOTICE--IFR/VFR OPERATIONS: FLIGHTS IN OCEANIC AIRSPACE MUST BE CONDUCTED UNDER INSTRUMENT FLIGHT RULES (IFR) PROCEDURES WHEN OPERATING:
(A) BETWEEN SUNSET AND SUNRISE,
(B) AT OR ABOVE FLIGHT LEVEL (FL) 60 WHEN OPERATING WITHIN THE NEW YORK, OAKLAND, ANCHORAGE AND HONOLULU FLIGHT INFORMATION REGIONS (FIRS), OR,
(C) ABOVE FL 180 WHEN OPERATING WITHIN THE MIAMI AND HOUSTON FIRS AND IN THE SAN JUAN CONTROL AREA.
FLIGHTS BETWEEN THE EAST COAST OF THE U.S. AND BERMUDA OR CARIBBEAN TERMINALS AND TRANSVERSING THE NEW YORK FIR AT OR ABOVE 5,500 FT. MSL SHOULD BE ESPECIALLY AWARE OF THIS REQUIREMENT. (FAA)

SPECIAL NOTICE: IF THE PILOT OF AN AIRCRAFT OPERATING IN INTERNATIONAL AIRSPACE UNDER U.S. JURISDICTION AND EQUIPPED WITH A CODED RADAR BEACON TRANSPONDER EXPERIENCES A LOSS OF TWO-WAY RADIO CAPABILITY, HE SHOULD:
(A) ADJUST HIS TRANSPONDER TO REPLY ON MODE A/3, CODE 7700 FOR A PERIOD OF 1 (ONE) MINUTE.
(B) THEN CHANGE TO CODE 7600 AND REMAIN ON 7600 FOR A PERIOD OF 15 MINUTES OR THE REMAINDER OF THE FLIGHT WHICHEVER OCCURS FIRST.
(C) REPEAT STEPS (A) AND (B), AS PRACTICABLE.
THE PILOT SHOULD UNDERSTAND THAT HE MAY NOT BE IN AN AREA OF RADAR COVERAGE. MANY RADAR FACILITIES ARE ALSO NOT PRESENTLY EQUIPPED TO AUTOMATICALLY DISPLAY CODE 7600 AND WILL INTERROGATE 7600 ONLY WHEN THE AIRCRAFT IS UNDER DIRECT RADAR CONTROL AT THE TIME OF RADIO FAILURE. HOWEVER, REPLYING ON 7700 FIRST INCREASES THE PROBABILITY OF EARLY DETECTION OF A RADIO FAILURE CONDITION. (FAA)

ANCHORAGE CTA/FIR

SPECIAL NOTICE--NAVIGATION WARNING: U.S. AIRCRAFT FLYING BETWEEN ALASKA AND JAPAN ARE CAUTIONED OF THE ABSOLUTE NECESSITY OF REMAINING OVER INTERNATIONAL WATERS AT ALL TIMES IN ORDER TO AVOID DANGEROUS CONSEQUENCES WHICH COULD RESULT FROM UNAUTHORIZED OVERFLIGHT OF SOVIET TERRITORY. RECOGNITION THAT MANY FLIGHT TRACKS ON THIS ROUTE PROVIDE MINIMUM SEPARATION FROM SOVIET AIRSPACE FURTHER EMPHASIZES THE NEED FOR ALL PILOTS TO USE ALL EXISTING NAVIGATIONAL CAPABILITY. THE FAA THEREFORE RECOMMENDS THAT ALL PILOTS FLYING BETWEEN ALASKA AND JAPAN TAKE UTMOST PRECAUTIONS TO AVOID FLYING OVER SOVIET TERRITORY. PILOTS AND OPERATORS OF SMALL AIRCRAFT PERFORMING BEAR HUNTING FLIGHTS OR OTHER TYPES OF FLIGHT IN THE BERING STRAIT AREA ARE ALSO URGED TO TAKE UTMOST PRECAUTION TO AVOID ANY OPERATION IN USSR AIRSPACE (FAA)

MIAMI CTA/FIR

MIAMI ARTC CENTER: AIRCRAFT ON IFR FLIGHT PLANS ENTERING THE MIAMI CTA/FIR AT FL 240 AND ABOVE FROM THE HAVANA CTA/FIR ARE REQUESTED TO ESTABLISH COMMUNICATIONS WITH MIAMI CENTER AT LEAST 10 MINUTES PRIOR TO THE BOUNDARY ON THE FOLLOWING FREQUENCIES: B26, A12--132.2 VHF AND 306.9 UHF; B8, A15 AND RED B--128.75 VHF AND 270.3 UHF. AIRCRAFT ON IFR FLIGHT PLAN ENTERING MIAMI CTA/FIR FROM PORT 'AU' PRINCE OR SANTO DOMINGO CTA/FIR CONTACT MIAMI ARTC CENTER ON 132.3/307.2 AT LEAST TEN (10) MINUTES PRIOR TO REACHING MIAMI CTA/FIR BOUNDARY FOR ATC CLEARANCE. (FAA)

SPECIAL NOTICE AN ADVISORY SERVICE IS IN EFFECT FOR SOUTH CAICOS (MKSC) AND NOT AIR TRAFFIC CONTROL SERVICE. THE ADVISORY SERVICE PROVIDES PREFERRED RUNWAY WIND DIRECTION ALTIMETER SETTING AND KNOWN TRAFFIC IN THE AREA AND OTHER PERTINENT INFORMATION AS REQUIRED BY THE PILOT. THE AERODROME ADVISORY SERVICE IS NOT AIR TRAFFIC CONTROL AND NO COMMAND OR CLEARANCE WILL BE ISSUED. THE HOURS OF OPERATION ARE 1100Z TO 0200Z DAILY. THIS AERODROME IS CLOSED OUTSIDE THESE HOURS AND ONLY AVAILABLE IN AN EMERGENCY AND THE RESPONSIBILITY LIES WITH THE PILOT. (FAA)

NEW YORK OCEANIC CONTROL AREA

SPECIAL NOTICE--NEW YORK OCEANIC CONTROL AREA: THE ATTENTION OF PILOTS PLANNING FLIGHTS WITH THE NEW YORK OCEANIC FLIGHT INFORMATION REGION IS DIRECTED TO THE COMMUNICATION AND POSITION REPORTING REQUIREMENTS SPECIFIED IN THE FOLLOWING ICAO DOCUMENTS: ANNEX 2, PARAGRAPH 3.5.9; ANNEX 11, PARAGRAPH 6.1.2; PANS-RAC 4444, PART 11, PARAGRAPH 13, AND DOC 7030, PARAGRAPHS 4 AND 6. THE COMMUNICATIONS REQUIREMENTS FOR IFR FLIGHTS WITHIN THE NEW YORK OCEANIC CONTROL AREA ARE:
1. FUNCTIONING TWO-WAY RADIO COMMUNICATIONS EQUIPMENT CAPABLE OF COMMUNICATING WITH AT LEAST ONE APPROPRIATE GROUND STATION FROM ANY POINT ON THE ROUTE.
2. MAINTAIN A CONTINUOUS LISTENING WATCH ON THE APPROPRIATE RADIO FREQUENCY.
3. REPORT POSITIONS IN SPECIFIED CIRCUMSTANCES.

NOTE: HF COMMUNICATION IS REQUIRED FOR OCEANIC FLIGHT. THE ABILITY TO COMMUNICATE AT ANY POINT OF THE ROUTE IS NECESSARY FOR THE CONTROL PROCESS. INABILITY TO COMPLY IS IN VIOLATION OF THE REQUIREMENTS STATED ABOVE. NO VHF COMMUNICATIONS ARE AVAILABLE FOR POSITION REPORTING FOR FLIGHT THROUGH NEW YORK OCEANIC AIRSPACE. (FAA)

SPECIAL NOTICE--BERMUDA: THE NEW YORK AREA CONTROL CENTER HAS DELEGATED CONTROL AUTHORITY AND FLIGHT INFORMATION RESPONSIBILITY WITHIN A 180 NM RADIUS OF THE BERMUDA VOR AT FL 500 AND BELOW TO THE BERMUDA TERMINAL CONTROL AREA FACILITY (TCAF). THE BERMUDA TCAF USES POSITIVE RADAR CONTROL PROCEDURES WITHIN THE BERMUDA CONTROL AREA. CANCELLATION OF IFR FLIGHT AFTER ENTRY INTO THE CONTROL AREA IS NOT PERMITTED. ALL INBOUND TRANSPONDER EQUIPPED AIRCRAFT SHALL RESPOND ON MODE 3A, CODE 2100 UPON ENTRY INTO THE CONTROL AREA. NON-TRANSPONDER EQUIPPED AIRCRAFT OR AIRCRAFT WITH INOPERATIVE TRANSPONDER SHALL BE ASSIGNED SPECIFIC IFR FLIGHT LEVELS UPON ENTERING THE CONTROL AREA. ALL INTERNATIONAL FLIGHTS WHICH PLAN TO PENETRATE THE CONTROL AREA, MUST INCLUDE THE BERMUDA TCAF AS AN AFTN ADDRESSEE ON THE ICAO FILED FLIGHT PLAN. THE BERMUDA TCAF AFTN ADDRESS IS MXKFZG. (FAA).

SPECIAL NOTICE--NEW YORK OCEANIC CONTROL AREA: EFFECTIVE IMMEDIATELY ALL AIR CARRIERS, PRIVATE AND MILITARY USERS FLIGHT PLANNING TO OPERATE THROUGH THE NEW YORK OCEANIC CONTROL AREA SHALL, IN ACCORDANCE WITH ICAO DOCUMENT 7030, PARA 4.6, ADD NEW YORK OCEANIC CONTROL AS KZNYZQ AS AN ADDRESSEE. FOR THOSE FOLLOWING THIS PROCEDURE, PLEASE ENSURE THAT CORRECT CALL LETTERS ARE BEING USED. MANY FLIGHT PLANS ARE BEING DUPLICATED AND IN SOME CASES TRIPLICATED. (FAA)

UNTIL FURTHER ADVISED, THE NEW YORK OCEANIC CONTROL AREA HAS AND WILL BE OPERATING ON A RESTRICTED BASIS. THEREFORE, ANALYZATION OF ANTICIPATED TRAFFIC CONDITIONS FOR AN ADVANCED 24-HOUR PERIOD WILL BE DONE EACH DAY. A DECISION FOR FLOW CONTROL OR QUOTA FLOW WILL BE MADE AT THAT TIME AND ADJACENT FACILITIES NOTIFIED. ALL USERS PLANNING FLIGHTS THROUGH NEW YORK OCEANIC AREA (INCLUDING MILITARY) REGARDLESS OF FLIGHT LEVEL ARE MANDATORILY REQUIRED TO FLIGHT PLAN ON THE FOLLOWING ROUTES UNTIL FURTHER ADVISED:

1. IN44 PDGGD 43N60W 44N50W 44N40W 44N30W 44N20W 43N13W SANTIAGO
2. IN41 SLATN 40N60W 41N50W 41N40W 41N30W 41N20W 41N15W DIRMA/BUGIO
3. IN38 BLUE26 MXKF HENCH 34N60W 37N50W 39N40W FLORES NDB 39N20W 39N15W BUGIO
4. R99 27N50W 34N40W FLORES NDB 45N20W 47N08W NANTES
5. G61 27N45W 29N40W 33N30W 36N20W 37N15W BUGIO
6. ALTITUDE ASSIGNMENT FOR IN44/IN41/IN38/R99/G61/ ALTITUDES FOR DIRECTION OF FLIGHT. OTHER FLIGHT LEVELS WILL BE ON A TACTICAL/ PRIOR APPROVAL BASIS.
7. A699 - ALTITUDE ASSIGNMENT NORTHBOUND FL310. ALTITUDE ASSIGNMENT SOUTHBOUND FL370. OTHER ALTITUDES ON A TACTICAL/ PRIOR APPROVAL BASIS.
8. EXCEPTIONS TO THE MANDATORY REQUIREMENT ARE:
   A. FLIGHTS PROCEEDING TO/FROM UNITED KINGDOM TO BERMUDA:
      ALTITUDE ASSIGNMENT TO BERMUDA FL280.
      ALTITUDE ASSIGNMENT FROM BERMUDA FL290.
      OTHER ALTITUDES ON A TACTICAL/PRIOR APPROVAL BASIS.
   B. FLIGHT TO/FROM JFK/NORTH AFRICA COAST CANARY ISLANDS.
   C. CONCORDE FLIGHTS. (I-C004)

PANAMA CTA/FIR

SPECIAL NOTICE: SEE THE ENTRY FOR PANAMA IN THE SECTION TITLED FOREIGN NOTICES IN THIS PUBLICATION.

SAN JUAN CTA/FIR

SPECIAL NOTICE: DUE TO INADEQUATE COORDINATION AND LACK OF COMMUNICATIONS, THE SAN JUAN INTERNATIONAL FLIGHT SERVICE STATION IS UNABLE TO PROVIDE COMMUNICATIONS SEARCH OR FLIGHT PLAN CANCELLATION SERVICES TO FLIGHTS TERMINATING AT THE FOLLOWING LOCATIONS: BEEF ISLAND (TORTOLA), ANEGADA, ANGUILLA, SABA, ST. EUSTACIUS, ST. BARTHELEMY, AND VIRGIN GORDA ISLANDS; OR AT GRAND CASE AIRPORT (ESPERANCE), ON ST. MAARTEN ISLAND. PILOTS MUST CANCEL THEIR FLIGHT PLANS IN ACCORDANCE WITH ICAO ANNEX 2, PARAGRAPH 3.3.1.5.4, BY TRANSMITTING AN ARRIVAL REPORT TO SAN JUAN RADIO. ALL AIRCRAFT ON A VFR FLIGHT PLAN MUST ESTABLISH TWO-WAY COMMUNICATIONS WITH SAN JUAN RADIO ON 126.7 OR 122.2 BEFORE OR AS SOON AS POSSIBLE AFTER ENTERING THE SAN JUAN FIR. (FAA)

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INTERNATIONAL NOTICES TO AIRMEN

U.S. Department of Transportation
Federal Aviation Administration

READER

FOREWORD

THE INTERNATIONAL NOTICES TO AIRMEN PUBLICATION IS A BI-WEEKLY PUBLICATION CONTAINING SIGNIFICANT INTERNATIONAL NOTAM INFORMATION AND SPECIAL NOTICES WHICH MAY AFFECT A PILOT'S DECISION TO ENTER OR USE CERTAIN AREAS OF FOREIGN OR INTERNATIONAL AIRSPACE. THIS PUBLICATION COMPLEMENTS AND EXPANDS DATA CARRIED IN THE INTERNATIONAL FLIGHT INFORMATION MANUAL, AVAILABLE UPON SEPARATE SUBSCRIPTION. ALL PILOTS SHOULD REVIEW THE FOREIGN AIRSPACE AND ENTRY RESTRICTIONS PUBLISHED IN THE INTERNATIONAL FLIGHT INFORMATION MANUAL DURING THE FLIGHT PLANNING PROCESS. FOREIGN AIRSPACE PENETRATION WITHOUT OFFICIAL AUTHORIZATION CAN INVOLVE BOTH DANGER TO THE AIRCRAFT AND THE IMPOSITION OF SEVERE PENALTIES AND INCONVENIENCE TO BOTH PASSENGERS AND CREW. A FLIGHT PLAN ON FILE WITH ATC AUTHORITIES DOES NOT NECESSARILY CONSTITUTE THE PRIOR PERMISSION REQUIRED BY CERTAIN OTHER AUTHORITIES. THE POSSIBILITY OF FATAL CONSEQUENCES CANNOT BE IGNORED IN SOME AREAS OF THE WORLD.

THE INFORMATION CONTAINED IS DERIVED FROM INTERNATIONAL NOTAMS AND OTHER APPROPRIATE SOURCES. INTERNATIONAL NOTAMS ARE OF TWO TYPES, CLASS ONE INTERNATIONAL NOTAMS AND CLASS TWO INTERNATIONAL NOTAMS. CLASS ONE NOTAMS ARE THOSE NOTAMS DISSEMINATED VIA TELECOMMUNICATIONS. THESE NOTAMS ARE MADE AVAILABLE VIA TELECOMMUNICATIONS TO THE U.S. FLYING PUBLIC THROUGH THE INTERNATIONAL NOTAM OFFICE IN WASHINGTON, D.C., VIA THE LOCAL FLIGHT SERVICE STATIONS. CLASS TWO NOTAMS ARE NOTAMS DISSEMINATED VIA POSTAL SERVICES AND ARE NOT READILY AVAILABLE TO THE U.S. FLYING PUBLIC. THIS PUBLICATION COVERS NOTAM AND OTHER TEMPORARY, HAZARDOUS CONDITIONS WHICH ARE NOT READILY AVAILABLE TO THE FLYING PUBLIC AND INCLUDES INFORMATION ON RECORD AS OF 1200Z ON THE DATE APPEARING ON THE COVER. FOR LATEST INFORMATION, CONSULT CLASS I NOTAMS ISSUED BY TELECOMMUNICATIONS AT ANY FAA FLIGHT SERVICE STATION. THE FOREIGN NOTICES INCLUDED, ARE TO THE MAXIMUM EXTENT POSSIBLE, CARRIED AS ISSUED. THE ABBREVIATIONS USED ARE, IN MOST ALL INSTANCES, THOSE ABBREVIATIONS LISTED IN ICAO DOCUMENT DOC 8400. INFORMATION INCLUDED WILL INDICATE THE SOURCE FOLLOWING THE ENTRY. THIS WILL ASSIST THE USER IN ESTABLISHING THE CURRENCY OF THE INFORMATION CONTAINED, SHOULD HE SO DESIRE, WITH THE ORIGINATOR OF THE INFORMATION (SEE THE INTERNATIONAL FLIGHT INFORMATION MANUAL FOR FOREIGN NOTAM OFFICE AREAS OF RESPONSIBILITY AND FOR A LISTING OF FOREIGN NOTAM OFFICES WITH WHICH THE U.S. INTERNATIONAL NOTAM OFFICE EXCHANGES INFORMATION). INFORMATION SOURCES WILL BE INDICATED AS I OR II FOR CLASS ONE AND CLASS TWO NOTAMS, FOLLOWED BY THE NOTAM NUMBER; AIP FOR AERONAUTICAL INFORMATION PUBLICATION CHANGES, FOLLOWED BY THE AIP CHANGE NUMBER; AIC FOR AERONAUTICAL INFORMATION CIRCULAR, FOLLOWED BY THE AIC NUMBER; DOS FOR DEPARTMENT OF STATE ADVISORIES; AND FAA FOR FEDERAL AVIATION ADMINISTRATION.

THE INTERNATIONAL NOTICES TO AIRMEN PUBLICATION GIVES WORLD WIDE COVERAGE IN EACH ISSUE. COVERAGE FOR THE U.S. AND ITS EXTERNAL TERRITORIES IS LIMITED AND NORMALLY WILL NOT INCLUDE DATA AVAILABLE ON DOMESTIC NOTAM CIRCUITS OR PUBLISHED IN OTHER OFFICIAL SOURCES AVAILABLE TO THE USER.

EACH ISSUE OF THIS PUBLICATION IS COMPLETE IN ITSELF AS FAR AS DATA OF A TEMPORARY NATURE IS CONCERNED. TEMPORARY DATA IS REPEATED IN EACH ISSUE UNTIL THE CONDITION CEASES TO EXIST. PERMANENT DATA WILL BE CARRIED UNTIL IT IS SUFFICIENTLY PROMULGATED OR IS AVAILABLE IN OTHER PERMANENT SOURCES. THESE ITEMS WILL BE PREFIXED BY A SOLID DOT (•) WHEN THEY ARE TO BE REMOVED FROM FUTURE EDITIONS. THIS WILL AID THE USER IN THE IDENTIFICATION OF THOSE PERMANENT ITEMS WHICH HE, THE USER, MAY WISH TO RETAIN FOR HIS OWN RECORDS. NEW ITEMS TO THIS PUBLICATION ARE IDENTIFIED BY UNDERSCORING THE FIRST LINE OF THE NEW ENTRY.

IN CARRYING OUT ITS EXPRESSED PURPOSE OF PROVIDING A NOTICE TO AIRMEN SERVICE, THIS PUBLICATION INCLUDES DATA ISSUED BY FOREIGN GOVERNMENTS. IT SHOULD B' CLEARLY UNDERSTOOD THAT THE PUBLICATION OF SUCH DAT IN NO WAY CONSTITUTES A LEGAL RECOGNITION OF THE INTERNATIONAL VALIDITY OF SUCH DATA. THE SCOPE OF THIS PUBLICATION PRECLUDES ANY ATTEMPT TO TABULATE ALL NOTAM DATA. WHILE EVERY EFFORT IS MADE TO PUBLISH ALL PERTINENT DATA, THE FEDERAL AVIATION ADMINISTRATION CANNOT ASSUME ANY LIABILITY FOR FAILURE TO PUBLISH ANY PARTICULAR ITEM.

COMMUNICATIONS WITH THE EDITORS OF THIS PUBLICATION, INCLUDING NOTIFICATION OF ERRONEOUS OR OBSOLETE DATA, SHOULD BE DIRECTED TO THE FEDERAL AVIATION ADMINISTRATION, NATIONAL FLIGHT DATA CENTER (AAT-430), 800 INDEPENDENCE AVE., SW, WASHINGTON, D.C. 20591 (TELEPHONE 202-426-3432 0800-1700 MONDAY-FRIDAY; OTHER TIMES CALL 202-426-3390). SUBSCRIPTIONS FOR THIS PUBLICATION SHOULD NOT BE FORWARDED TO THE FEDERAL AVIATION ADMINISTRATION. THIS PUBLICATION IS SOLD BY THE SUPERINTENDENT OF DOCUMENTS, U.S. GOVERNMENT PRINTING OFFICE, WASHINGTON, D. C. 20402. ALL QUERIES CONCERNING YOUR SUBSCRIPTION OR PRICES SHOULD BE DIRECTED ONLY TO THE SUPERINTENDENT OF DOCUMENTS.

FOREIGN NOTICES

AFGHANISTAN

APPLICATION FOR OPERATION OF NON-SCHEDULED FLIGHTS INTO THE TERRITORY OF AFGHANISTAN SHALL BE SENT THROUGH DIPLOMATIC CHANNEL TO THE MINISTRY OF FOREIGN AFFAIRS OF THE DEMOCRATIC REPUBLIC OF AFGHANISTAN GIVING ALL DETAILS SPECIFIED IN AIP AFGHANISTAN SECTION FAL PARA. 1.3.1.1 DATED SEPTEMBER 1982. (II A13/82)

ARGENTINA

BUENOS AIRES/AEROPARQUE JORGE NEWBERY AIRPORT: AVASI COMMISSIONED RWY 31. (II 77/82)

BELIZE

AT THE BELIZE INTERNATIONAL AIRPORT PRECISION APPROACH PATH INDICATORS (PAPIS) ARE OPERATIONAL ON RUNWAY 07/25. THE VISUAL APPROACH SLOPE INDICATORS (VASIS) HAVE BEEN WITHDRAWN FROM SERVICE. (II A24/82)

BERMUDA

SPECIAL NOTICE: SEE SPECIAL NOTICE UNDER NEW YORK OCEANIC CONTROL AREA UNDER THE SECTION TITLED U. S. OCEANIC CONTROL AREA NOTICES IN THIS PUBLICATION.

BOLIVIA

SANTA CRUZ. NO DISPENSIBLE JET FUEL JP-1 AVAILABLE FOR CHARTER AIRCRAFT. (II 37/82)

CHINA (PEOPLES REPUBLIC)

SPECIAL NOTICE: AVAILABILITY OF INTERNATIONAL AIR ROUTE FROM A POINT ON SINOBURMESE BORDER TO HONG KONG FOR INTERNATIONAL TRANSIT FLIGHTS AND THE GUANGZHOU (CANTON AIRPORT AS INTERNATIONAL ALTERNATE--FOR THE SAFETY AND CONVENIENCE OF INTERNATIONAL FLIGHTS, THE GENERAL ADMINISTRATION OF CIVIL AVIATION OF CHINA HAS DECIDED TO PROVIDE, WITH IMMEDIATE EFFECT, THE FOLLOWING FACILITIES:

1. THE INTERNATIONAL AIR ROUTE FROM THE ENTRY/EXIT POINT (23°26'N 98°54.5'E) ON THE SINO-BURMESE BORDER--LINCANG (LINGTSANG)--BOSE (POSEH)--GAOYAO (KAOYAO)--GUANTZHOU (CANTON) TO HONG KONG FOR ALL FOREIGN TRANSIT FLIGHTS, SCHEDULED AND NON-SCHEDULED;
2. THE INTERNATIONAL AIRPORT, GUANGZHOU (CANTON)--BAIYUN (PAIYUN), AS AN ALTERNATE TO ALL TRAFFIC BOUND FOR HONG KONG OR OPERATING ON THE AFORESAID INTERNATIONAL AIR ROUTE.

ALL FOREIGN CIVIL AIRCRAFT OPERATORS DESIRING TO OPERATE ON THE ABOVE ROUTE OR TO USE THE ABOVE AIRPORT AS AN ALTERNATE MAY FILE THEIR APPLICATIONS DIRECT OR THROUGH DIPLOMATIC CHANNELS WITH THE GENERAL ADMINISTRATION OF CIVIL AVIATION OF CHINA, BEIJING (PEKING). (II-16/79)

COLOMBIA

WITH IMMEDIATE EFFECT UNTIL FURTHER NOTICE JET JP/1 FUEL OIL NOT AVAILABLE. (II 08/82)

CUBA

GUANTANAMO BAY NAS: THE U.S. NAVAL AIRFIELD/FACILITIES LOCATED IN GUANTANAMO BAY ARE CLOSED TO ALL CIVILIAN AIR TRAFFIC EXCEPT FOR VALID EMERGENCIES. ALL EMERGENCY LANDINGS MADE WILL BE THOROUGHLY INVESTIGATED BY U.S. AUTHORITIES AS TO THEIR VALIDITY AND THE NATURE OF THEIR BUSINESS. (ZMA 181651Z)

ETHIOPIA

ASSAB AIRPORT: JET A1 FUEL NOT AVAILABLE UNTIL FURTHER NOTICE. (II 3/82)

HONG KONG

CHARTER FLIGHT REQUIREMENTS: POLICY GOVERNING NON-SCHEDULED AIR SERVICES TO AND FROM HONG KONG HAS BEEN REVISED AND THE FACILITATION SECTION OF THE HONG KONG AIP WILL BE AMENDED AS SOON AS POSSIBLE TO REFLECT THIS.
IN THE MEANTIME, THE CHARTER FLIGHT REQUIREMENTS SET OUT IN FAL 1-4 TO FAL 1-6 (PARA. 4) ARE SUPERSEDED WITH EFFECT FROM 15TH JUNE 1982 BY THE FOLLOWING TEXT:

"APPLICATIONS FOR NON-SCHEDULED AIR SERVICES FOR THE CARRIAGE OF PASSENGERS OR CARGO WILL NORMALLY BE APPROVED IF THE DIRECTOR OF CIVIL AVIATION IS SATISFIED THAT THE APPLICANT HAS REASONABLY DEMONSTRATED THAT CORRESPONDING SCHEDULED SERVICES CANNOT SATISFY A GENUINE DEMAND BY PROVIDING THE SERVICE OR CAPACITY REQUIRED AT THE PRICE OFFERED AND, IN THE CASE OF APPLICATIONS MADE BY AIRLINES BASED OUTSIDE HONG KONG, THAT THE GOVERNMENT OF THE COUNTRY IN WHICH THE AIRLINE IS BASED WOULD AFFORD NO LESS FAVORABLE TREATMENT TO A HONG KONG BASED AIRLINE MAKING A SIMILAR APPLICATION." (II A05/82)

ITALY

OLBIA/COSTA SMERALDA AERODROME
UNTIL FURTHER NOTICE REFUELLING SERVICE IS ASSURED AS FOLLOWS:
A) FOR DOMESTIC COMMERCIAL FLIGHTS:
1. 0600-1600 WORKING DAYS;
2. HOLIDAYS AND HOURS 1600-1930 CONTACT ESSO COMPANY BY TELEPHONE NR 0789/23906.
B) FOR INTERNATIONAL FLIGHTS:
1. 0600-1200 WORKING DAYS;
2. HOLIDAYS AND HOURS 1200-1930 CONTACT ESSO COMPANY BY TELEPHONE NR 0789/23906 AND CUSTOMS;
C) FUEL AVAILABLE: 100L AND JP1. (II A302/81)

BARI AERODROME. AVGAS 100L IS NOT AVAILABLE FOR CIVIL AIRCRAFT UFN. (II A139/82)

JORDAN

EXTRA, CHARTER AND CARGO FLIGHTS TO AMMAN AIRPORT. WITH EFFECT FROM 24TH OCTOBER 1980 AND UNTIL FURTHER NOTICE DUE TO HEAVY CONGESTION AT AMMAN AIRPORT BECAUSE OF THE PRESENT SITUATION, ALL OPERATORS TO ADHERE STRICTLY TO THE FOLLOWING TIMING WHEN REQUESTING LANDING PERMISSION AT AMMAN AIRPORT FOR EXTRA, CHARTER, OR CARGO FLIGHTS: (2000-0500) GMT. NO APPROVAL FOR EXTRA, CHARTER OR CARGO FLIGHTS WILL BE GRANTED OUTSIDE THE ABOVE MENTIONED PERIOD. ARRIVALS AND DEPARTURES SHOULD BE DURING THE ABOVE MENTIONED PERIOD. (II 2/81)

LIBERIA

MONROVIA/ROBERTS INTL AIRPORT: AVGAS 100/130 COMPLETELY WITHDRAWN UNTIL FURTHER NOTICE. (II 4/80)

NETHERLANDS ANTILLES

PRINSES JULIANA AIRPORT - ST. MAARTEN: FUEL JET A-1 AVAILABLE TO SHELL CONTRACTED CUSTOMERS ONLY AT AN ALLOCATED AMOUNT UNTIL FURTHER NOTICE. (II-34/79)

PRINSES BEATRIX AIRPORT - ARUBA: DUE TO FREQUENT VIOLATION OF ARTICLE 29 OF THE CONVENTION ON INTERNATIONAL CIVIL AVIATION AND OF OUR NATIONAL LAWS AND REGULATIONS ON THE SAME SUBJECT, AIRMEN ARE ADVISED THAT STRICT INSPECTION OF AIRCRAFT DOCUMENTS AND CREWMEMBER LICENSES WILL BE CARRIED OUT AND THAT FAILURE TO CARRY VALID DOCUMENTS AND CERTIFICATES MAY RESULT IN LEGAL PROSECUTION. (II 18/82)

PAKISTAN

KARACHI/LAHORE FIR - PROCEDURES FOR PILOTS WHEN LOST NEAR PAKISTAN BORDER:

1. OCCASIONS MAY ARISE WHEN DUE TO CIRCUMSTANCES BEYOND HIS CONTROL, A PILOT MAY DEVIATE FROM AUTHORIZED ROUTE.

2. AIRCRAFT OPERATING OVER PAKISTAN WHEN LOST CLOSE TO NEAREST FIC/ATS UNIT AND GIVE FLIGHT PLAN, NATIONALITY, APPROXIMATE POSITION OR LAST KNOWN POSITION, HEADING, HEIGHT ETC.

3. IF ANY AIRCRAFT OPERATING IN PROXIMITY OF THE PAKISTAN TERRITORY ENTERS PAKISTAN AIRSPACE WITHOUT PRIOR AUTHORIZATION THE PILOT-IN-COMMAND SHALL INFORM APPROPRIATE ATS UNIT IN PAKISTAN BY THE QUICKEST MEANS AVAILABLE OF THE FOLLOWING:

A. POSITION, FLIGHT LEVEL AND TIME AT WHICH THE DEVIATION FROM THE ROUTE IS EXPECTED TO BE MADE.
B. DIRECTION AND DISTANCE UP TO WHICH THE AIRCRAFT IS LIKELY TO DEVIATE FROM THE ROUTE.
C. POSITION, TIME AND FLIGHT LEVEL OF RE-ENTRY INTO THE ROUTE.

4. IF ANY AIRCRAFT FAILS TO INFORM THE AIR TRAFFIC SERVICES UNIT CONCERNED ABOUT ANY DEVIATION FROM A PRESCRIBED ROUTE, IT IS LIKELY TO BE INTERCEPTED BY FIGHTER AIRCRAFT. (II 3/80)

KARACHI: IN VIEW OF CONFLICT OF TRAFFIC DUE TO LACK OF RADIO CONTACT WITH LAHORE/KARACHI CENTRE FOLLOWING LEVEL RESTRICTIONS SHALL APPLY TO FLIGHTS OPERATING IN LAHORE AND KARACHI FIR UNLESS OTHERWISE CLEARED BY LAHORE OR KARACHI CENTRE AS APPLICABLE. EASTBOUND AIRCRAFT SHALL MAINTAIN FL 290 WHILE ON SECTOR KABUL/LAHORE FIR BOUNDARY-FORT SANDEMAN-RAHIMYAR KHAN-KARACHI/DELHI FIR BOUNDARY AND SECTOR KABUL/KARACHI FIR BOUNDARY (SHER KHAN)-NWAWASHAH-KARCHI. THESE PROCEDURES ARE IN ADDITION TO THE ATS PROCEDURES CONTAINED IN AIP OF PAKISTAN. LEVEL RESTRICTION ARE APPLICABLE ONLY TO THOSE FLIGHTS WHICH CANNOT CONTACT LAHORE OR KARACHI CENTRE FIFTEEN MINUTES PRIOR TO ENTERING RESPECTIVE FIR. TO OPERATE ON LAST ASSIGNED FL ALL PILOTS ARE ADVISED THAT THEY MUST ESTABLISH CONTACT WITH LAHORE OR KARACHI CENTRE AS APPLICABLE PRIOR TO ENTERING LAHORE OR KARACHI FIR. (II 12/80)

KARACHI: BAN ON RHODESIAN (ZIMBABWEAN) REGISTERED AIRCRAFT AND ON FLIGHT OPERATING TO OR FROM ZIMBABWE LIFTED. (II 8/82)

PANAMA

SPECIAL NOTICE: ENROUTE IFR FLIGHTS OPERATING WITHIN THE PANAMA CTA AND OUTSIDE THE EFFECTIVE RANGE OF PUBLISHED PANAMA CENTER VHF/UHF FREQUENCIES ARE REQUIRED TO ESTABLISH AND MAINTAIN COMMUNICATIONS WITH PANAMA RADIO. IFR ACFT ENTERING THE PANAMA CTA SHALL MAKE A STANDARD POSITION REPORT AT THE CTA BOUNDARY TO PANAMA ARTCC THROUGH PANAMA RADIO. PRIMARY AND ALTERNATE FREQUENCIES: PRIMARY 6666 KHZ, ALTERNATE 2889 KHZ WHEN OPERATING SOUTH OF 09-00N/TBG. PRIMARY 6540 KHZ, ALTERNATE 8959 KHZ WHEN OPERATING NORTH OF 09-00N/TBG. ADDITIONAL FREQUENCIES AVAILABLE ARE 5568 KHZ, AND 10017 KHZ. U.S. MILITARY FLIGHTS AND CIVIL ACFT UNABLE TO ESTABLISH COMMUNICATIONS WITH PANAMA RADIO MAY UTILIZE ALBROOK AIRWAYS ON USB FREQUENCIES 3144/5170 KHZ 0000-1200Z, 8993/11176 KHZ 24 HOURS DAILY, 15015/18003 KHZ 1200-0000Z. WHEN OPERATING WITHIN THE EFFECTIVE RANGE OF PUBLISHED PANAMA CENTER VHF/UHF FREQUENCIES ENROUTE IFR AIRCRAFT ARE REQUIRED TO MAINTAIN DIRECT PILOT/CONTROLLER COMMUNICATIONS UTILIZING 125.5 OR 352.0 MHZ. ALTERNATES 120.3 OR 317.7 MHZ. ALL AIRCRAFT OPERATING WITHIN THE PANAMA CTA/FIR EQUIPPED WITH FUNCTIONING TRANSPONDER SHOULD SET TRANSPONDERS TO REPLY ON THE FOLLOWING MODES/CODES IN ACCORDANCE WITH TYPE OF FLIGHT PLAN AND ALTITUDE STRATUM. IFR AIRCRAFT BELOW FLIGHT LEVEL 200 MODE A/3 CODE 1100. AT AND ABOVE FLIGHT LEVEL 200 MODE A/3 CODE 2100. VFR AIRCRAFT, MODE A/3 CODE 1200. OTHER TRANSPONDERS REPLIES WILL BE ASSIGNED BY PANAMA ACC AS NECESSARY. (FAA)

PERU

TALARA/CAPITAN MONTES AIRPORT: AVGAS 100/130 NOT AVAILABLE UNTIL FURTHER NOTICE. (II 61/82)

PHILIPPINE ISLANDS

PRIOR APPROVAL OF FLIGHT PLAN BY AVSECOM REQUIRED FOR GENERAL AVIATION AIRCRAFT: AS OF 0150 GMT, 23 DECEMBER 1981, GENERAL AVIATION AIRCRAFT DEPARTING FROM MANILA INTERNATIONAL AIRPORT SHALL SECURE APPROVAL OF THEIR FLIGHT PLAN FROM THE AVIATION SECURITY COMMAND (AVSECOM) BEFORE SUCH FLIGHT PLANS ARE FILED AT THE MANILA FLIGHT SERVICE STATION (FSS) OR MANILA FLIGHT OPERATIONS BRIEFING STATION (FOBS). (II A6/82)

LAOAG INTERNATIONAL AIRPORT: RUNWAY 01/19 EXTENDED TO 1880M. (II A56/82)

SOLOMON ISLANDS

AGA-SOLOMON ISLANDS -FUEL LIMITATIONS:

1. WITH EFFECT FROM 21ST JULY 1979 LIMITATIONS OF AVAILABILITY OF AVIATION FUEL WILL BE BROUGHT INTO EFFECT AT ALL LOCATIONS WITHIN SOLOMON ISLANDS.

2. REFUELING OF AIRCRAFT WITH BOTH AVIATION GASOLINE AND AVIATION TURBINE FUEL WILL BE LIMITED TO THE SUPPLY TO THOSE CARRIERS OR PRIVATE OPERATORS WHO HAVE EITHER AN AGREED ACCOUNT WITH THE SHELL COMPANY OR WHO ARE IN POSSESSION OF A SHELL FUEL CARNET.

3. NO AVIATION FUEL CAN BE MADE AVAILABLE TO ANY OTHER OPERATORS, EVEN ON A DIRECT CASH SALE BASIS.

4. FUEL IS NORMALLY ONLY AVAILABLE AT HONIARA/HENDERSON AIRPORT IN THE CASE OF BOTH AVGAS AND AVTUR. LIMITED STOCKS OF AVGAS ARE HELD AT

MUNDA, KIRAKIRA, AND GRACIOSA BAY FOR USE BY THE LOCAL AIRLINE ONLY. (II-10/79)

GA - AERODROMES OF ENTRY/CUSTOMS AIRPORTS

1. IT IS HEREBY NOTIFIED THAT THE UNDERMENTIONED AERODROMES ARE DEFINED AS AIRPORTS OF ENTRY INTO SOLOMON ISLANDS, IN RESPECT OF ALL INTERNATIONAL FLIGHTS: -

HONIARA/HENDERSON
GIZO/NUSATUPE
GRACIOSA BAY/LOUVA
MUNDA

2. HOURS OF OPERATION OF THE AERODROMES AND FACILITIES AVAILABLE ARE: - HOURS OF OPERATION: SUNRISE TO SUNSET (NB) FACILITIES FOR INTERNATIONAL FLIGHTS: CUSTOMS IMMIGRATION AND QUARANTINE DURING NORMAL GOVERNMENT WORKING HOURS, IE 0730 TO 1600 LOCAL TIME (2030 TO 0500 GMT) MONDAY TO FRIDAY, AT NO CHARGE. OUTSIDE THESE HOURS AN ATTENDANCE FEE IS CHARGEABLE.

(N.B. HONIARA/HENDERSON AIRPORT IS AVAILABLE BETWEEN SUNSET AND SUNRISE BY PRIOR ARRANGEMENT IN THE CASE OF DELAYED SCHEDULED SERVICES OR FOR EMERGENCY FLIGHTS ONLY. FLIGHTS BY OTHER AIRCRAFT IN THE NIGHT PERIOD WILL ONLY BE PERMITTED IN EXCEPTIONAL CIRCUMSTANCES AND SUBJECT TO PRIOR REQUEST AND ARRANGEMENT). (II 3/81)

SUDAN

AVAILABILITY OF AVGAS 100L FUEL IN THE SUDAN: AVGAS 100L FUEL IS AVAILABLE ONLY AT KHARTOUM AIRPORT FOR DOMESTIC FLIGHTS. UPLIFTS FOR INTERNATIONAL FLIGHTS ARE SUBJECT TO PRIOR REQUEST AND APPROVAL FROM SHELL CO. OF THE SUDAN. (II 08/79)

THE POSSESSION OF VALID IMPORT LICENSE FOR CARGO CONSIGNED TO SUDAN: ALL AIR CARRIERS OPERATING SCHEDULED OR NON-SCHEDULED FLIGHTS TO THE SUDAN ARE HEREBY REQUIRED TO ENSURE THE AVAILABILITY OF VALID IMPORT LICENSE FOR CARGO CONSIGNED TO THE SUDAN. CARGO NOT FULFILLING THE REQUIREMENTS OF VALID IMPORT LICENSE SHALL BE DENIED OFF-LOADING. PERSONAL EFFECTS AND PERSONAL HOUSEHOLD NOT EXCEEDING THE VALUE EQUIVALENT TO 500 SUDANESE POUNDS SHALL BE EXEMPTED FROM THE REQUIREMENT OF IMPORT LICENSE. ALL OPERATORS ARE KINDLY REQUESTED TO ADHERE TO THIS RULE. (II 19/77)

SWITZERLAND

SUBMISSION OF IFR-FLIGHT PLANS (FPL): ARTICLE 28, PARA 2, OF THE SWISS RULES OF THE AIR PRESCRIBES THAT "FOR IFR-FLIGHTS AND VFR-FLIGHTS AT NIGHT THE FPL SHALL BE SUBMITTED AT LEAST 30 MINUTES PRIOR TO DEPARTURE."

EXPERIENCE SHOWS THAT IN MANY CASES WHEN FPL ARE RECEIVED NOT MORE THAN 30 MINUTES BEFORE ETD PILOTS WILL HAVE TO BE PREPARED FOR A CERTAIN DELAY. THIS IS DUE TO THE FACT THAT IN MOST CASES EXTENSIVE PRE-DEPARTURE COORDINATION, INCLUDING REQUEST OF SLOT-TIMES, HAS TO BE EFFECTED BY ATS.

IT IS THEREFORE STRONGLY SUGGESTED THAT PILOTS, ESPECIALLY WHEN PLANNING TO OPERATE INTO AREAS WHERE FLOW RESTRICTIONS ARE APPLICABLE, SUBMIT THEIR IFR-FPL AS SOON AS POSSIBLE BUT NOT LATER THAN 60 MINUTES PRIOR TO THE ESTIMATED TIME OF DEPARTURE TO AVOID UNNECESSARY DELAY. (AIC 17/81)

THAILAND

BANGKOK INTERNATIONAL AIRPORT - PEAK HOURS: DUE TO CRITICAL AIR TRAFFIC SATURATION AT BANGKOK INTERNATIONAL AIRPORT, WITH IMMEDIATE EFFECT, PEAK HOURS AT BANGKOK INTERNATIONAL AIRPORT ARE FROM 0200 TO 0530Z, 1000 TO 1300Z AND FROM 1500 TO 1700Z. ALL FOREIGN INTERNATIONAL NON-SCHEDULED AIRCRAFT SHOULD AVOID TO LAND WITH TRAFFIC PURPOSE AT BANGKOK INTERNATIONAL AIRPORT DURING THE DECLARED PEAK HOURS. RESTRICTION DURING PEAK HOURS FROM 1500 TO 1700Z SHALL BE STRICTLY IMPOSED ON NON-SCHEDULED B-747 TO LAND WITH ANY PURPOSES. (AIC 1/81)

UGANDA

ENTEBBE FIR: WITH IMMEDIATE EFFECT AND UNTIL FURTHER NOTICE, PERMISSION IS REQUIRED FOR ALL NON-SCHEDULED OVERFLIGHTS, TECHNICAL AND OTHER LANDINGS INCLUDING PRIVATE FLIGHTS. ANY SUCH AIRCRAFT, OTHER THAN AN OVERFLIGHT, MUST FIRST LAND AT ENTEBBE BEFORE PROCEEDING TO ANY DESTINATION IN UGANDA. DEPARTURES TO ANY DESTINATION OUTSIDE UGANDA MUST ORIGINATE FROM ENTEBBE.

APPLICATION SHOULD BE MADE TO:
THE PERMANENT SECRETARY
MINISTRY OF TRANSPORT
P.O. BOX 7087
KAMPALA, UGANDA

TELEX 61110 TRANSPCOM KAMPLA

IN ALL CASES, APPLICATION SHOULD CONTAIN THE FOLLOWING INFORMATION: (I) TYPE OF AIRCRAFT, (II) REGISTRATION AND/OR FLIGHT NUMBER OF AIRCRAFT, (III) NAME OF OWNER, (IV) NAME OF OPERATOR, (V) NAME OF CAPTAIN AND TOTAL NUMBER OF CREW MEMBERS, (VI) TOTAL NUMBER OF PASSENGERS OTHER THAN CREW MEMBERS, (VII) DETAILS OF ANY CARGO CARRIED, (VIII) REASON FOR THE FLIGHT.

THE PERMANENT SECRETARY WILL REPLY TO THE REQUEST WITH A COPY TO THE DIRECTOR GENERAL OF CIVIL AVIATION FOR INFORMATION.

THE CAPTAIN OF AN AIRCRAFT WHICH HAS BEEN GRANTED CLEARANCE BY THE PERMANENT SECRETARY, MINISTRY OF TRANSPORT, IS REQUIRED TO CARRY A COPY OF THE CLEARANCE WHEREVER HE LANDS AT UGANDA AIRFIELD OR OVERFLIES UGANDA AIRSPACE. AIP UGANDA FAL 1-1, PARA 2.2 REFERS.

IN CASE OF FLIGHTS FOR HIRE AND REWARD, TRAFFIC RIGHTS ARE STILL GRANTED BY THE MINISTRY OF TRANSPORT AS LAID DOWN IN FAL 0-1, PARA 1.3. THE RECEIPT OF TRAFFIC RIGHTS IS IN ADDITION TO THE CLEARANCE.

BY DIRECTION OF ACTING DIRECTOR GENERAL WYCLIFFE K. KATO. (II A22/82)

UNITED ARAB EMIRATES

RAS AL KHAIMAH: THE SMALLPOX VACCINATION IS NO LONGER REQUIRED FOR ARRIVAL AT RAS-AL-KHAIMAH INTL AIRPORT. (II 108/80)

SHARJAH: THE SMALLPOX VACCINATION IS NO LONGER REQUIRED FOR ARRIVAL AT SHARJAH INTL AIRPORT. (II 109/80)

ZAMBIA

LUSAKA FIR NON-SCHEDULED FLIGHTS: THE ZAMBIAN AIRSPACE IS NOW OPEN TO ALL NON-SCHEDULED FLIGHTS EXCEPT WESTERN PROVINCE. THOSE OPERATORS WISHING TO OPERATE INTO OR OVERFLY WESTERN PROVINCE OF ZAMBIA MUST APPLY TO THE COMMANDER ZAMBIA NATIONAL DEFENSE FORCES GIVING TEN (10) DAYS PRIOR NOTICE AND APPROVAL MUST BE RECEIVED BY THE APPLICANT BEFORE FLIGHT IS UNDERTAKEN.

THE APPLICATION MUST INCLUDE THE FOLLOWING:

(A) PILOTS NAME
(B) OPERATORS NAME AND ADDRESS
(C) TYPE OF AIRCRAFT AND REGISTRATION
(D) ROUTE ,OR AREA OF OPERATION
(E) PURPOSE OF FLIGHT DATES, TIMINGS ETC.

ALL APPLICATIONS ARE DIRECTED TO THE COMMANDER Z.N.D. FORCES. (II 5/80)

DEPARTMENT OF STATE (DOS) ADVISORIES

BARBADOS

REQUIREMENT FOR AIRCRAFT TOW BARS AT GRANTLEY ADAMS INTL AIRPORT.

1. BARBADOS MINISTRY OF EXTERNAL AFFAIRS HAS SENT ALL DIPLOMATIC MISSIONS CIRCULAR NOTE STATING THAT LARGE PURE-JET AIRCRAFT LANDING AT GRANTLEY ADAMS INTERNATIONAL AIRPORT MUST PARK NOSE-IN AND BE PUSHED BACK TO NOSE WHEEL GUIDELINES ON DEPARTURE. NOTE REQUESTS THAT ALL OPERATORS OF LARGE PURE-JET AIRCRAFT ENSURE THAT APPROPRIATE TOW-BARS ARE AVAILABLE LOCALLY OR CARRIED ON BOARD AIRCRAFT. (BRIDGETOWN 4191 8/18/81)

REPUBLIC OF CAMEROON

DOUALA AIRPORT: IT IS ABSOLUTELY MANDATORY THAT ALL AIRCRAFT HAVE CONFIRMED LANDING CLEARANCES BEFORE APPROACHING DOUALA AIRPORT. THE INFORMATION OUTLINED IN THE INTERNATIONAL FLIGHT INFORMATION MANUAL OF APRIL 1979 CONCERNING CAMEROON IS CORRECT AND MUST BE RIGOROUSLY FOLLOWED ALONG WITH THE SUGGESTION OF FORWARDING INFORMATION TO THE AMERICAN EMBASSY IN YAOUNDE (TELEX NR. 8233 KN) ATTN: ECON/COMM OFFICER AND TO THE AMERICAN CONSULATE IN DOUALA (TELEX NR. 5233 KN) ATTN: PRINCIPAL OFFICER. (DOS 1/7/80)

ETHIOPIA

THE DEPARTMENT OF STATE ADVISES THAT ASMARA/YOHANNES AIRPORT MAY BE RESTRICTED TO MILITARY USE ONLY AND THAT ADDIS ABABA BOLE INTERNATIONAL AIRPORT MAY BE THE ONLY AERODROME OF ENTRY INTO ETHIOPIA. (DOS 3/80)

GUATEMALA

IN ADDITION TO SATISFYING ENTRY REQUIREMENTS, FOREIGN PILOTS FLYING PRIVATE COMMERCIAL AIRCRAFT FROM GUATEMALA CITY/LA AURORA TO ANOTHER POINT OR POINTS IN GUATEMALA MUST REQUEST A SPECIAL FLIGHT PERMIT FROM THE GUATEMALAN DIRECTORATE GENERAL OF CIVIL AVIATION. THIS PERMIT CAN BE OBTAINED FROM THE OFFICE OF AIR TRANSIT ON WORKDAYS, AND AT OTHER TIMES FROM THE AERONAUTIC INFORMATION SERVICE OFFICE IN THE CIVIL AVIATION BUILDING, LA AURORA AIRPORT. A VALID PILOT'S LICENSE AND PROOF OF THIRD-PARTY INSURANCE COVERAGE MUST BE PRESENTED. A PILOT WHO PLANS TO OPERATE WITHIN GUATEMALA FOR MORE THAN ONE MONTH MUST SUBMIT HIS REQUEST IN WRITING, ON GUATEMALAN LEGAL PAPER, ALONG WITH PROOF OF THIRD-PARTY INSURANCE AND PILOT'S LICENSE, DIRECTLY TO THE DIRECTOR OF CIVIL AVIATION AT LA AURORA. (DOS 5/22/79)

MEXICO

EFFECTIVE 17 FEBRUARY 1981, THE GOVERNMENT OF MEXICO IMPOSED A FLIGHT PLAN FEE ON VISITING AIRCRAFT. FEES ARE 400 PESOS FOR FILING AN IFR FLIGHT PLAN AND 150 PESOS FOR FILING A VFR FLIGHT PLAN. (DOS 5/81)

NICARAGUA

THE GOVERNMENT OF NICARAGUA IS TIGHTENING ITS REGULATIONS REGARDING COMMERCIAL, PRIVATE AND MILITARY FLIGHTS INTO THEIR COUNTRY. PILOTS PLANNING FLIGHTS TO NICARAGUA SHOULD ASSURE THAT ENTRY, OVERFLIGHT AND LANDING AUTHORIZATION HAVE BEEN OBTAINED FROM THE APPROPRIATE AVIATION AUTHORITY PRIOR TO DEPARTURE AND THAT WHEN OPERATING WITHIN THEIR AIRSPACE STRICTLY COMPLY WITH THOSE REGULATIONS RELATING TO THE FLIGHT AND MANEUVER OF THE AIRCRAFT. (DOS 6/81)

SOUTH CHINA SEA

THE GENERAL ADMINISTRATION OF CIVIL AVIATION OF CHINA (PRC) ON OCTOBER 23, 1979, IMPLEMENTED ITS NOTAM #19 ESTABLISHING FOUR DANGER AREAS OVER THE SOUTH CHINA SEA. THREE OF THESE DANGER AREAS INFRINGE ON AIR ROUTE AMBER 1 BETWEEN DANANG AND HONG KONG. THE FOURTH DANGER AREA NEAR THE PARACEL ISLANDS (FOCAL COORDINATE 16 DEGREES 30 MINUTES N - 112 DEGREES 10 MINUTES E) CLOSES THE AIRSPACE 24 HOURS A DAY. IN ORDER TO INSURE AIR SAFETY, OPERATORS OF U.S. REGISTERED AIRCRAFT SHOULD FOLLOW HONG KONG NOTAM A26/80 AND SUBSEQUENT AMENDMENT WHEN FLYING THROUGH THE HONG KONG FLIGHT INFORMATION REGION. (DOS 11/12/79)

TURKS AND CAICOS ISLANDS:

CHARTER, COMMERCIAL AND FREIGHT AIRCRAFT REQUIRE 24 HOURS PRIOR PERMISSION TO LAND. ADDRESS TO: TELEX 8227, CHIEFMIN TO. (FAA)

ZAMBIA

AMERICANS TRAVELING TO ZAMBIA SHOULD BE AWARE THAT SECURITY CONDITIONS IN THAT COUNTRY RECENTLY HAVE DETERIORATED. AMERICANS INTENDING TO TRAVEL INDIVIDUALLY IN ZAMBIA FOR TOURIST PURPOSES SHOULD BE DISCOURAGED FROM DOING SO. BUSINESSMEN TRAVELING TO ZAMBIA SHOULD ENSURE THAT THEIR ZAMBIAN CONTACTS ARE AWARE OF THEIR ARRIVAL AND ARE PREPARED TO ASSIST THEM ONCE THEY ARRIVE IN ZAMBIA. WHITE MALES TRAVELING OR EVEN SHOPPING ALONE AROUSE SUSPICION. BEING ACCOMPANIED BY LOCALLY KNOWN ZAMBIANS CAN DEFLECT SOME SUSPICION. ORGANIZED TOUR GROUPS PROCEEDING TO ZAMBIA BY AIR SHOULD BE ABLE TO ENJOY THEIR STAY IF THEY TAKE SOME SIMPLE PRECAUTIONS. THEY SHOULD ALWAYS TRAVEL AS A GROUP EVEN IN THE MAIN CITY CENTERS AND SHOULD INSIST ON BEING ACCOMPANIED BY A ZAMBIAN GUIDE. CAMERAS SHOULD NEITHER BE CARRIED NOR USED, EXCEPT IN GAME PARKS OR AT LOCATIONS SPECIFICALLY DESIGNATED BY THE TOUR LEADER. (DOS 5/2/79)

INTERNATIONAL OCEANIC AIRSPACE NOTICES

NORTH ATLANTIC

SPECIAL NOTICE--NORTH ATLANTIC REGIONAL SUPPLEMENTARY PROCEDURES ICAO DOCUMENT 7030 REQUIRES THAT, EXCEPT IN CASES OF EMERGENCY OR RADIO FAILURE, PILOTS OF AIRCRAFT FLYING IN THE NAT REGION AND BEFORE REACHING A POSITION WHICH IS 30 MINUTES FROM THE NEAREST BOUNDARY OF THE OCEANIC CONTROL AREAS SHALL OPERATE TRANSPONDERS ON:

1. MODE A/3 CODE 2000 WHEN EASTBOUND PRIOR TO REACHING A POSITION 30 MINUTES FROM THE EXIT BOUNDARY OF THE NAT REGION.
2. MODE A/3 CODE 3000 WHEN WESTBOUND PRIOR TO REACHING A POSITION 30 MINUTES FROM THE EXIT BOUNDARY OF THE NAT REGION.
3. OTHERS AS ASSIGNED BY ATC.

(NOTE: THE USE OF MODE A CODE 3000 FOR WESTBOUND FLIGHTS SHOULD BE CONSIDERED AS A STRICTLY TEMPORARY MEASURE UNTIL SUCH TIME AS CANADA AND THE UNITED STATES ARE ABLE TO EMPLOY CODE 2000 FOR THE PURPOSE.) ACCORDINGLY, WESTBOUND AIRCRAFT ARE REQUIRED TO SQUAWK MODE A CODE 3000 WHEN 30 MINUTES FLYING TIME FROM THE WESTERN BOUNDARY OF THE NEW YORK FIR/CTA. AIRCRAFT ENTERING THE BERMUDA TERMINAL CONTROL AREA ARE REQUESTED TO CONFORM WITH THE TRANSPONDER USAGE FOR WESTBOUND OR EASTBOUND FLIGHTS WHEN CROSSING THE BERMUDA BOUNDARY. (FAA)

REVISED POSITION REPORTING PROCEDURE IN THE NAT REGION

1. THE FOLLOWING REVISED POSITION REPORTING PROCEDURE REQUIRING THE INCLUSION OF AN ADDITIONAL ITEM (ITEM H) IN THE POSITION REPORT, WILL BE IMPLEMENTED ON A TRIAL BASIS BY GANDER, NEW YORK, REYKJAVIK, SANTA MARIA AND SHANWICK OACS, IN ORDER TO PROVIDE FOR EARLIEST POSSIBLE DETECTION OF MISUNDERSTANDINGS REGARDING THE ROUTE TO BE FOLLOWED BY AIRCRAFT IN THE NAT REGION AND ADJACENT TRANSITION AREAS.

2. EFFECTIVE 0900 GMT ON 20 NOVEMBER 1979, AIRCRAFT ENTERING, OPERATING WITHIN, OR LEAVING THE OCEANIC CONTROL AREAS OF GANDER, NEW YORK, REYKJAVIK, SANTA MARIA AND SHANWICK WILL TRANSMIT THE FOLLOWING ELEMENTS OF INFORMATION IN POSITION REPORTS TO THE APPROPRIATE OCEANIC CONTROL CENTRE:

A. THE WORD "POSITION"
B. AIRCRAFT IDENTIFICATION
C. PRESENT POSITION
D. TIME OVER PRESENT POSITION (HOURS AND MINUTES)
E. PRESENT FLIGHT LEVEL
F. ESTIMATED POSITION ON ASSIGNED ROUTE
G. TIME FOR ESTIMATED POSITION (HOURS AND MINUTES)
H. NEXT POSITION ON ASSIGNED ROUTE
I. ANY FURTHER INFORMATION E.G. AIREP DATA OR COMPANY MESSAGE.

SPOKEN EXAMPLE: POSITION AIR CANADA EIGHT SEVEN ZERO, FIVE ONE NORTH FIVE ZERO WEST, ONE FIVE ONE FIVE, FLIGHT LEVEL THREE SEVEN ZERO, ESTIMATING FIVE TWO NORTH FOUR ZERO WEST AT ONE SIX ZERO ZERO, NEXT FIVE TWO NORTH THREE ZERO WEST.

WRITTEN EXAMPLE: POS: AC870 51N50W 1515 FL370 EST 52N40W 1600 NEXT 52N30W. (FAA)

FUEL CONSERVATION: IN VIEW OF THE CURRENT ENERGY SITUATION, THE FOLLOWING POINTS ARE BROUGHT TO THE ATTENTION OF NAT PILOTS WITH A VIEW TO ENSURING THAT EACH AIRCRAFT IS OPERATED AS CLOSE AS POSSIBLE TO ITS OPTIMUM FLIGHT LEVEL AND MACH NUMBER.

1. PILOTS SHOULD REQUEST A CHANGE OF FLIGHT LEVEL OR MACH NUMBER WHENEVER THIS WOULD IMPROVE THE OPERATING EFFICIENCY OF THE AIRCRAFT. REFUSALS, DUE TO OTHER TRAFFIC, SHOULD NOT DETER PILOTS FROM CONTINUING TO MAKE SUCH REQUESTS.
2. WHEN CIRCUMSTANCES RENDER THIS FEASIBLE, CONTROLLERS WILL ASK ANOTHER AIRCRAFT TO ACCEPT A HIGHER FLIGHT LEVEL OR CHANGE OF MACH NUMBER IN ORDER TO FACILITATE CLEARANCES FOR AIRCRAFT WHICH WOULD OTHERWISE EXPERIENCE A SIGNIFICANT PENALTY. IN AGREEING TO SUCH A REQUEST, PILOTS WILL CONTRIBUTE TO THE OVERALL ECONOMY IN FUEL USED.
3. WHERE POSSIBLE, PILOTS SHOULD GIVE ADVANCE WARNING OF A REQUEST; E.G., IF A WESTBOUND FLIGHT WISHES TO CLIMB AT 30° W, IT WILL ASSIST THE CONTROLLER IF THE REQUEST IS MADE WITH THE 20° W POSITION REPORT.

SPECIAL NOTICE - NEW YORK VOLMET

NEW YORK VOLMET BROADCAST STARTING 4/17/82 BROADCAST ON FREQUENCY 13270 KHZ WILL BE DISCONTINUED FROM 1 HOUR AFTER SUNSET TO 1 HOUR BEFORE SUNRISE AND BROADCAST ON FREQUENCY 3001 KHZ WILL BE DISCONTINUED FROM 1 HOUR AFTER SUNRISE TO 1 HOUR BEFORE SUNSET. THE NEW YORK VOLMET WILL CONTINUE ITS 24 HOURS A DAY BROADCAST ON FREQUENCY 5652 KHZ AND 8868 KHZ. (FAA)

U.S. OCEANIC CONTROL AREA NOTICES

GENERAL

SPECIAL NOTICE--REDUCED LONGITUDINAL SEPARATION ALONG SPECIFIED OCEANIC FIXED ROUTES IN THE SAN JUAN, MIAMI, AND NEW YORK OCEANIC CONTROL AREAS. TEN MINUTES LONGITUDINAL SEPARATION MAY BE APPLIED BETWEEN TURBOJET AIRCRAFT TRANSITING ATS ROUTE B14 BETWEEN THE NEW YORK, MIAMI AND SAN JUAN OCEANIC CONTROL AREAS AND ALSO ON ATS ROUTES A25, A20 A21, AND A23 BETWEEN THE NEW YORK AND SAN JUAN OCEANIC CONTROL AREAS. THE USE OF 10 MINUTES LONGITUDINAL SEPARATION IS AUTHORIZED WITH ADHERENCE TO THE CRITERIA CONTAINED IN ATTACHMENT H TO ICAO DOC. 4444-RAC/501/10, PANSRAC, AND THE REGIONAL SUPPLEMENTARY PROCEDURES. SPECIFICALLY, 10 MINUTES LONGITUDINAL SEPARATION MAY BE USED BETWEEN TURBOJET AIRCRAFT FLYING AT THE SAME ALTITUDE/FLIGHT LEVEL PROVIDING THE FOLLOWING CONDITIONS ARE MET:
(1) THE AIRCRAFT CONCERNED HAVE REPORTED OVER THE SAME ENTRY POINT INTO OCEANIC CONTROL AIRSPACE AND WILL FLY THE SAME TRACK OR CONTINUOUSLY DIVERGING TRACKS.
(2) THE PRECEDING AIRCRAFT IS MAINTAINING A SPEED OF AT LEAST MACH 0.03 GREATER THAN THAT OF THE FOLLOWING AIRCRAFT. (FAA)

SPECIAL NOTICE--IFR/VFR OPERATIONS: FLIGHTS IN OCEANIC AIRSPACE MUST BE CONDUCTED UNDER INSTRUMENT FLIGHT RULES (IFR) PROCEDURES WHEN OPERATING:
(A) BETWEEN SUNSET AND SUNRISE,
(B) AT OR ABOVE FLIGHT LEVEL (FL) 60 WHEN OPERATING WITHIN THE NEW YORK, OAKLAND, ANCHORAGE AND HONOLULU FLIGHT INFORMATION REGIONS (FIRS), OR,
(C) ABOVE FL 180 WHEN OPERATING WITHIN THE MIAMI AND HOUSTON FIRS AND IN THE SAN JUAN CONTROL AREA.
FLIGHTS BETWEEN THE EAST COAST OF THE U.S. AND BERMUDA OR CARIBBEAN TERMINALS AND TRANSVERSING THE NEW YORK FIR AT OR ABOVE 5,500 FT. MSL SHOULD BE ESPECIALLY AWARE OF THIS REQUIREMENT. (FAA)

SPECIAL NOTICE: IF THE PILOT OF AN AIRCRAFT OPERATING IN INTERNATIONAL AIRSPACE UNDER U.S. JURISDICTION AND EQUIPPED WITH A CODED RADAR BEACON TRANSPONDER EXPERIENCES A LOSS OF TWO-WAY RADIO CAPABILITY, HE SHOULD:
(A) ADJUST HIS TRANSPONDER TO REPLY ON MODE A/3, CODE 7700 FOR A PERIOD OF 1 (ONE) MINUTE.
(B) THEN CHANGE TO CODE 7600 AND REMAIN ON 7600 FOR A PERIOD OF 15 MINUTES OR THE REMAINDER OF THE FLIGHT WHICHEVER OCCURS FIRST.
(C) REPEAT STEPS (A) AND (B), AS PRACTICABLE.
THE PILOT SHOULD UNDERSTAND THAT HE MAY NOT BE IN AN AREA OF RADAR COVERAGE. MANY RADAR FACILITIES ARE ALSO NOT PRESENTLY EQUIPPED TO AUTOMATICALLY DISPLAY CODE 7600 AND WILL INTERROGATE 7600 ONLY WHEN THE AIRCRAFT IS UNDER DIRECT RADAR CONTROL AT THE TIME OF RADIO FAILURE. HOWEVER, REPLYING ON 7700 FIRST INCREASES THE PROBABILITY OF EARLY DETECTION OF A RADIO FAILURE CONDITION. (FAA)

ANCHORAGE CTA/FIR

SPECIAL NOTICE--NAVIGATION WARNING: U.S. AIRCRAFT FLYING BETWEEN ALASKA AND JAPAN ARE CAUTIONED OF THE ABSOLUTE NECESSITY OF REMAINING OVER INTERNATIONAL WATERS AT ALL TIMES IN ORDER TO AVOID DANGEROUS CONSEQUENCES WHICH COULD RESULT FROM UNAUTHORIZED OVERFLIGHT OF SOVIET TERRITORY. RECOGNITION THAT MANY FLIGHT TRACKS ON THIS ROUTE PROVIDE MINIMUM SEPARATION FROM SOVIET AIRSPACE FURTHER EMPHASIZES THE NEED FOR ALL PILOTS TO USE ALL EXISTING NAVIGATIONAL CAPABILITY. THE FAA THEREFORE RECOMMENDS THAT ALL PILOTS FLYING BETWEEN ALASKA AND JAPAN TAKE UTMOST PRECAUTIONS TO AVOID FLYING OVER SOVIET TERRITORY. PILOTS AND OPERATORS OF SMALL AIRCRAFT PERFORMING BEAR HUNTING FLIGHTS OR OTHER TYPES OF FLIGHT IN THE BERING STRAIT AREA ARE ALSO URGED TO TAKE UTMOST PRECAUTION TO AVOID ANY OPERATION IN USSR AIRSPACE (FAA)

MIAMI CTA/FIR

MIAMI ARTC CENTER: AIRCRAFT ON IFR FLIGHT PLANS ENTERING THE MIAMI CTA/FIR AT FL 240 AND ABOVE FROM THE HAVANA CTA/FIR ARE REQUESTED TO ESTABLISH COMMUNICATIONS WITH MIAMI CENTER AT LEAST 10 MINUTES PRIOR TO THE BOUNDARY ON THE FOLLOWING FREQUENCIES: B26, A12--132.2 VHF AND 306.9 UHF; B8, A15 AND RED 8--128.75 VHF AND 270.3 UHF. AIRCRAFT ON IFR FLIGHT PLAN ENTERING MIAMI CTA/FIR FROM PORT 'AU' PRINCE OR SANTO DOMINGO CTA/FIR CONTACT MIAMI ARTC CENTER ON 132.3/307.2 AT LEAST TEN (10) MINUTES PRIOR TO REACHING MIAMI CTA/FIR BOUNDARY FOR ATC CLEARANCE. (FAA)

SPECIAL NOTICE AN ADVISORY SERVICE IS IN EFFECT FOR SOUTH CAICOS (MKSC) AND NOT AIR TRAFFIC CONTROL SERVICE. THE ADVISORY SERVICE PROVIDES PREFERRED RUNWAY WIND DIRECTION ALTIMETER SETTING AND KNOWN TRAFFIC IN THE AREA AND OTHER PERTINENT INFORMATION AS REQUIRED BY THE PILOT. THE AERODROME ADVISORY SERVICE IS NOT AIR TRAFFIC CONTROL AND NO COMMAND OR CLEARANCE WILL BE ISSUED. THE HOURS OF OPERATION ARE 1100Z TO 0200Z DAILY. THIS AERODROME IS CLOSED OUTSIDE THESE HOURS AND ONLY AVAILABLE IN AN EMERGENCY AND THE RESPONSIBILITY LIES WITH THE PILOT. (FAA)

NEW YORK OCEANIC CONTROL AREA

SPECIAL NOTICE--NEW YORK OCEANIC CONTROL AREA: THE ATTENTION OF PILOTS PLANNING FLIGHTS WITH THE NEW YORK OCEANIC FLIGHT INFORMATION REGION IS DIRECTED TO THE COMMUNICATION AND POSITION REPORTING REQUIREMENTS SPECIFIED IN THE FOLLOWING ICAO DOCUMENTS: ANNEX 2, PARAGRAPH 3.5.9; ANNEX 11, PARAGRAPH 6.1.2; PANS-RAC 4444, PART 11, PARAGRAPH 13, AND DOC 7030, PARAGRAPHS 4 AND 6. THE COMMUNICATIONS REQUIREMENTS FOR IFR FLIGHTS WITHIN THE NEW YORK OCEANIC CONTROL AREA ARE:
1. FUNCTIONING TWO-WAY RADIO COMMUNICATIONS EQUIPMENT CAPABLE OF COMMUNICATING WITH AT LEAST ONE APPROPRIATE GROUND STATION FROM ANY POINT ON THE ROUTE.
2. MAINTAIN A CONTINUOUS LISTENING WATCH ON THE APPROPRIATE RADIO FREQUENCY.
3. REPORT POSITIONS IN SPECIFIED CIRCUMSTANCES.

NOTE: HF COMMUNICATION IS REQUIRED FOR OCEANIC FLIGHT. THE ABILITY TO COMMUNICATE AT ANY POINT OF THE ROUTE IS NECESSARY FOR THE CONTROL PROCESS. INABILITY TO COMPLY IS IN VIOLATION OF THE REQUIREMENTS STATED ABOVE. NO VHF COMMUNICATIONS ARE AVAILABLE FOR POSITION REPORTING FOR FLIGHT THROUGH NEW YORK OCEANIC AIRSPACE. (FAA)

SPECIAL NOTICE--BERMUDA: THE NEW YORK AREA CONTROL CENTER HAS DELEGATED CONTROL AUTHORITY AND FLIGHT INFORMATION RESPONSIBILITY WITHIN A 180 NM RADIUS OF THE BERMUDA VOR AT FL 500 AND BELOW TO THE BERMUDA TERMINAL CONTROL AREA FACILITY (TCAF). THE BERMUDA TCAF USES POSITIVE RADAR CONTROL PROCEDURES WITHIN THE BERMUDA CONTROL AREA. CANCELLATION OF IFR FLIGHT AFTER ENTRY INTO THE CONTROL AREA IS NOT PERMITTED. ALL INBOUND TRANSPONDER EQUIPPED AIRCRAFT SHALL RESPOND ON MODE 3A, CODE 2100 UPON ENTRY INTO THE CONTROL AREA. NON-TRANSPONDER EQUIPPED AIRCRAFT OR AIRCRAFT WITH INOPERATIVE TRANSPONDER SHALL BE ASSIGNED SPECIFIC IFR FLIGHT LEVELS UPON ENTERING THE CONTROL AREA. ALL INTERNATIONAL FLIGHTS WHICH PLAN TO PENETRATE THE CONTROL AREA, MUST INCLUDE THE BERMUDA TCAF AS AN AFTN ADDRESSEE ON THE ICAO FILED FLIGHT PLAN. THE BERMUDA TCAF AFTN ADDRESS IS MXKFZG. (FAA).

SPECIAL NOTICE--NEW YORK OCEANIC CONTROL AREA: EFFECTIVE IMMEDIATELY ALL AIR CARRIERS, PRIVATE AND MILITARY USERS FLIGHT PLANNING TO OPERATE THROUGH THE NEW YORK OCEANIC CONTROL AREA SHALL, IN ACCORDANCE WITH ICAO DOCUMENT 7030, PARA 4.6, ADD NEW YORK OCEANIC CONTROL AS KZNYZQ AS AN ADDRESSEE. FOR THOSE FOLLOWING THIS PROCEDURE, PLEASE ENSURE THAT CORRECT CALL LETTERS ARE BEING USED. MANY FLIGHT PLANS ARE BEING DUPLICATED AND IN SOME CASES TRIPLICATED. (FAA)

UNTIL FURTHER ADVISED, THE NEW YORK OCEANIC CONTROL AREA HAS AND WILL BE OPERATING ON A RESTRICTED BASIS. THEREFORE, ANALYZATION OF ANTICIPATED TRAFFIC CONDITIONS FOR AN ADVANCED 24-HOUR PERIOD WILL BE DONE EACH DAY. A DECISION FOR FLOW CONTROL OR QUOTA FLOW WILL BE MADE AT THAT TIME AND ADJACENT FACILITIES NOTIFIED. ALL USERS PLANNING FLIGHTS THROUGH NEW YORK OCEANIC AREA (INCLUDING MILITARY) REGARDLESS OF FLIGHT LEVEL ARE MANDATORILY REQUIRED TO FLIGHT PLAN ON THE FOLLOWING ROUTES UNTIL FURTHER ADVISED:

1. IN44 POGGO 43N60W 44N50W 44N40W 44N30W 44N20W 4330N13W SANTIAGO
2. IN41 SLATN 40N60W 41N50W 41N40W 41N30W 41N20W 41N15W DIRMA/BUGIO
3. IN38 BLUE26 MXKF HENCH 34N50W 37N50W 39N40W FLORES NDB 39N20W 39N15W BUGIO
4. R99 27N50W 34N40W FLORES NDB 45N20W 47N08W NANTES
5. G61 27N45W 29N40W 33N30W 36N20W 37N15W BUGIO
6. ALTITUDE ASSIGNMENT FOR IN44/IN41/IN38/R99/G61/ ALTITUDES FOR DIRECTION OF FLIGHT. OTHER FLIGHT LEVELS WILL BE ON A TACTICAL/ PRIOR APPROVAL BASIS.
7. A699 - ALTITUDE ASSIGNMENT NORTHBOUND FL310. ALTITUDE ASSIGNMENT SOUTHBOUND FL370. OTHER ALTITUDES ON A TACTICAL/ PRIOR APPROVAL BASIS.
8. EXCEPTIONS TO THE MANDATORY REQUIREMENT ARE:
   A. FLIGHTS PROCEEDING TO/FROM UNITED KINGDOM TO BERMUDA:
      ALTITUDE ASSIGNMENT TO BERMUDA FL280.
      ALTITUDE ASSIGNMENT FROM BERMUDA FL290.
      OTHER ALTITUDES ON A TACTICAL/PRIOR APPROVAL BASIS.
   B. FLIGHT TO/FROM JFK/NORTH AFRICA COAST CANARY ISLANDS.
   C. CONCORDE FLIGHTS. (I C004)

PANAMA CTA/FIR

SPECIAL NOTICE: SEE THE ENTRY FOR PANAMA IN THE SECTION TITLED FOREIGN NOTICES IN THIS PUBLICATION.

SAN JUAN CTA/FIR

SPECIAL NOTICE: DUE TO INADEQUATE COORDINATION AND LACK OF COMMUNICATIONS, THE SAN JUAN INTERNATIONAL FLIGHT SERVICE STATION IS UNABLE TO PROVIDE COMMUNICATIONS SEARCH OR FLIGHT PLAN CANCELLATION SERVICES TO FLIGHTS TERMINATING AT THE FOLLOWING LOCATIONS: BEEF ISLAND (TORTOLA), ANEGADA, ANGUILLA, SABA, ST. EUSTACIUS, ST. BARTHELEMY, AND VIRGIN GORDA ISLANDS; OR AT GRAND CASE AIRPORT (ESPERANCE), ON ST. MAARTEN ISLAND. PILOTS MUST CANCEL THEIR FLIGHT PLANS IN ACCORDANCE WITH ICAO ANNEX 2, PARAGRAPH 3.3.1.5.4, BY TRANSMITTING AN ARRIVAL REPORT TO SAN JUAN RADIO. ALL AIRCRAFT ON A VFR FLIGHT PLAN MUST ESTABLISH TWO-WAY COMMUNICATIONS WITH SAN JUAN RADIO ON 126.7 OR 122.2 BEFORE OR AS SOON AS POSSIBLE AFTER ENTERING THE SAN JUAN FIR. (FAA)

Flight Information Publication

International Notices to Airmen

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